

2000

INDIANA

CRASH FACTS



traffic safety quick facts

IN INDIANA IN 2000...

- 888 people were killed in motor vehicle traffic crashes.
- 70,678 people were injured in the state's 220,883 crashes.
- An average of 2.4 people were killed every 24 hours on Indiana highways.
- The fatality rate per 100 million miles of travel was 1.2.
- 21.0 percent of the fatal crashes involved alcohol (167 crashes).
- 56 pedestrians were killed, down from 66 in 1999.
- 10 bicyclists were killed, compared with 14 in 1999.
- 74 motorcyclists were killed, compared with 67 in 1999.
- 79.7 percent of all motorcyclists (52 drivers and 7 passengers) killed in crashes were not wearing helmets.
- 49.3 percent of all crashes occurred on city streets and 21.8 percent occurred on county roads.
- 76.1 percent of fatal crashes occurred in rural areas.
- The total number of registered vehicles was 5,740,281, compared to 5,372,915 in 1999 (6.8 percent increase).
- The total number of licensed drivers was 3,954,446 at the end of 2000.

The Governor's Council on Impaired & Dangerous Driving is the public opinion catalyst and the implementing body for statewide action to reduce fatalities and injuries on Indiana roadways. The Council administers state and federal funding through targeted traffic safety grants to state and local organizations which support Indiana traffic safety. These funds are used for grants, public education, crash facts/publications, legislative advocacy, enforcement training and information resources.

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Director's Letter

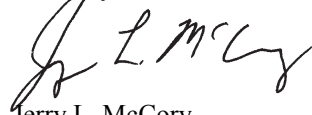
Dear Reader:

I am pleased to present the 2000 *Crash Facts*, a compilation of the approximately 220,000 crashes that occurred throughout the state of Indiana. The year 2000 established a number of record-setting lows in the area of traffic safety for our state. Specifically, fatal crashes were reduced by 12 percent and the number of people killed on Indiana's roadways dropped by 13 percent. Equally encouraging is that motor vehicle fatalities due to the involvement of alcohol decreased by 42 percent.

In the area of occupant protection, Indiana's citizens are beginning to hear the message that seat belts save lives. Since 1997, seat belt use has increased from 51.1 percent for all passenger vehicles to 72.2 percent in 2002. All of these indices are impressive in their own right, but more importantly, they demonstrate a change in behavior on behalf of our citizens. This change has led the way in reducing the number of families who are faced with the news that their spouse, parent, child or sibling will not be coming home tonight.

Together, Hoosiers can build upon the achievements made in 2000 to make our roads safer by making sure to buckle up every time, for every trip; taking the keys from an impaired driver; and as parents of teenage drivers, taking the time to prepare our children for the dangers and challenges that come with the privilege of driving a motor vehicle.

Sincerely,



Jerry L. McCarty

Director

Governor's Council on Impaired & Dangerous Driving

Governor's Commission for a Drug-Free Indiana

Foreword

The format for the 2000 edition of *Crash Facts* has not been changed from recent publications. However, portions of the fatal crash data, specifically in the alcohol chapter, were compiled using the Fatality Analysis Reporting System (FARS). Thus, slight variations in the totals will be present. Moreover, the FARS data reported herein are considered current as of May 30, 2002. As with the 1999 publication, a CD-ROM version of the book has been included, located inside the front cover. With the expectation that 2001 and 2002 crash data will be available in the near future, and a new crash reporting system in place, future publications of *Crash Facts* should be more timely in the release of the analyzed crash data. The 2001 crash data is based upon the now replaced Standard Indiana Crash Form, while the 2002 results will be a combination of the old form and the new crash form (introduced in March 2002). Since these two-year sets of crash data will soon be available, consideration is being given to a publication of *Crash Facts* that would combine both years of data. It is also the goal to have the 2003 version of *Crash Facts* available early enough that it can be used in preparation of the 2005 Indiana Highway Safety Plan.

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Problem Identification

TOPICS

Summary
Overview
Findings

Crash Facts is organized by subject matter so users can efficiently access desired results related to vehicle crashes in the state of Indiana. The various chapters—Data Summary, Crashes, People, Vehicles, Alcohol, County Data and the Glossary—allow for quick reference to the areas of interest. Each chapter includes a summary of the information, charts and tables displaying relevant data and bullet points highlighting important or emerging trends.

During 2000, 888 people lost their lives in 795 fatal crashes on Indiana's roadways. Essentially, every 10 hours during 2000, a person in Indiana was killed in a motor vehicle crash. The number of fatalities was the lowest since 1945 and was 133 fewer than 1999, representing a 13 percent reduction. Another positive indicator is that following two years of increases, the fatality rate per 100 million vehicle miles traveled (MVMT) declined to the lowest rate in the decade. Serious injuries in motor vehicle crashes were substantially lower at 5,951 for 2000—a reduction of 3.1 percent from 1999, and represent the lowest number since records were kept back to 1988. The number of personal injury crashes for 2000 (48,393) continued to decrease and also was the lowest in a decade. Property damage crashes for 2000, on the other hand, increased 2.9 percent over 1999 to 171,695. There were 220,883 total crashes during 2000 in the State, or one every 2-3/8 minutes. Total crashes were up 13.3 percent from 1991, and 1.6 percent from 1999. During this period (1999 to 2000), the number of registered vehicles increased by 6.8 percent and registered drivers increased by an estimated 2.0 percent.

The ability to publish this book in a timely manner is dependent upon the ability of the Indiana State Police to receive and enter the 100 plus data elements collected for each of the 220,883 crashes that occurred during 2000 in the State. Data entry for the crashes that occurred in 2001 is expected to be complete before the end of 2003, with 2002 crash data available shortly thereafter. With the introduction of a new crash form in 2002 and the automated data entry process in 2003, future *Crash Facts*

should become available in a more suitable time frame. Requests for information and analysis beyond the book's content can be made through the Indiana Criminal Justice Institute (CJI) web site that also includes a link to the Purdue University-Center for the Advancement of Transportation Safety (CATS) web site. The CJI web site is <http://www.state.in.us/cji> and the Purdue CATS web site is <http://cats.ecn.purdue.edu>.

A tremendous amount of effort is expended each year by law enforcement, prosecutors, courts and transportation safety advocates to improve the safety of Indiana roads and to improve vehicle safety. With more and more drivers and vehicles on the roads, the chance for vehicle crashes increases. Recent years also have seen a trend toward larger and heavier vehicles, as with the increased number of sport utility vehicles (SUVs). With that trend comes the increased risk of more severe injuries when heavy vehicles strike lighter vehicles. Vehicle manufacturers continue to provide enhanced safety features such as side air bags, a common option now available on many new vehicles, and improved child restraint designs. These improvements continue to reduce the injury risk when involved in a crash. However, much of the gains made over the past few years should be attributed to the State and law enforcement taking a more vigorous role in getting vehicle occupants to wear seat belts.

As can be noted throughout this book, *Driver Inattention* continues to be the number one cause of most crashes. Education, legislation and enforcement efforts are ongoing and will continue to have a positive effect on crash reduction. During recent years, education and awareness activities have been directed at improved seat belt usage rates. However, the analysis of the crash data lags behind other sources of data, such as seat belt usage rates. Increases in restraint use have been observed every year since the primary law requiring seat belt usage was passed in 1998. In 2002, seat belt usage hit an all time high of 72.2 percent of all vehicles, and 78.2 percent of passenger cars. Unfortunately, Indiana's passage of the primary seat belt law did not include pickup trucks,

and even though usage rates across all vehicle types are improving, pickup trucks continue to have the lowest usage rates of seat belts at 47.4 percent in the 2002 study—30.8 percent lower than passenger vehicles. Consequently, pickup truck occupants continue to ride unrestrained and are killed, many as the result of ejections.

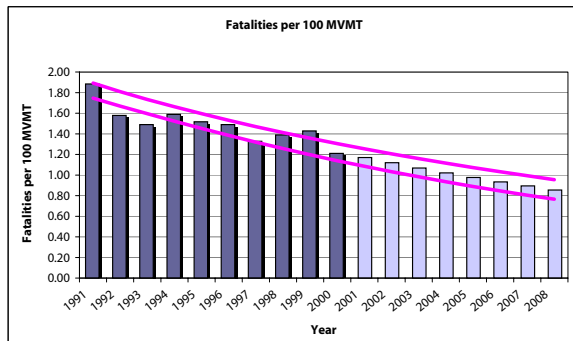
The first chapter of *Crash Facts* also reviews Indiana's performance against "benchmarks" established by the State to address key areas of concern. Included in the discussion are the trends, existing issues and the identification of emerging concerns. Later chapters will provide greater depth into specific highway safety issues.

The development of goals for each area is based on the most recent available data. Using the last ten years of data (1991-2000), a projection can then be made for 2001 to 2008 using a technique called exponential decay. The actual results are shown as the darker bars on the graphs and the projections are shown as the lighter shaded bars. Four of the graphs also include the upper and lower control limits. These lines indicate that given the current programs in place, there is a 95 percent confidence level that future years' outcomes will be between these limits. These figures are designed to present a trend analysis rather than viewing the actual results.

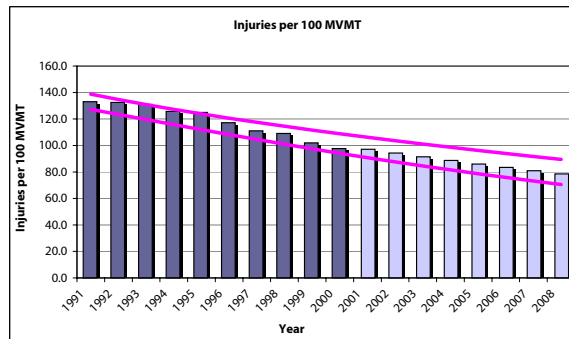
Each year, the Indiana State Police crash data, Fatality Analysis Reporting System data, and observational data are carefully studied and analyzed to determine the primary contributing factors to crashes and fatalities. Using these indicators, Indiana has established aggressive measures and outcome projections through the year 2008.

problem identification

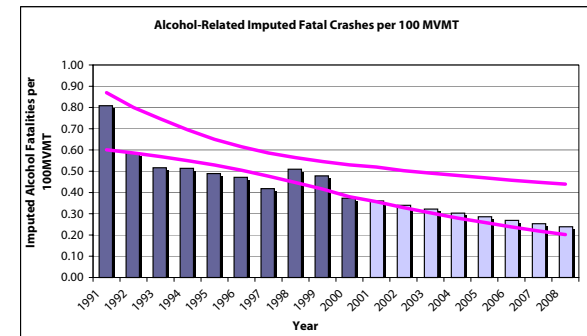
- To decrease the state fatality rate per 100 MVMT from a baseline actual of 1.49 in 1996, to 1.13 in the year 2002, 0.99 in the year 2005 and 0.87 in the year 2008, with progress demonstrated on an annual basis.
- To decrease the state personal injury rate per 100 MVMT from a baseline of 117 in 1996, to 99 in the year 2002, 91 in the year 2005 and 83 in the year 2008, with progress demonstrated on an annual basis.
- To decrease alcohol-related fatal crashes from a baseline of 0.47 per 100 MVMT in 1996, to 0.36 per 100 MVMT in the year 2002, to 0.29 per 100 MVMT in the year 2005 and to 0.24 in the year 2008, with progress demonstrated on an annual basis. (The goals have been revised to present objectives based upon the FARS imputed results versus actual results shown in ISP data.)



Analysis: The fatality rate decreased from 1.43 per 100 Million Vehicle Miles Traveled (MVMT) in 1999 to 1.23 in 2000. Although the overall fatality rate has been decreasing over the past decade, the rate of change has been very gradual. For 2000, 59.8 percent of all fatalities were attributed to a rural road classification, 10.4 percent were attributed to an urban road classification and 29.8 percent were listed as unknown roadway type. For alcohol-related fatalities, the rates were 58.2 percent for rural roads, 12.1 percent on urban roads and 29.7 percent on an unknown roadway type. The continued low usage rates of seat belts among certain populations such as pickup truck occupants and young males adds further challenges in decreasing the fatality rate.

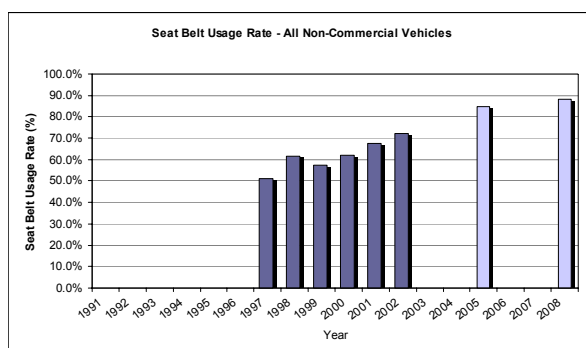


Analysis: Indiana experienced a considerable decrease in the injury rate per 100 MVMT for 2000, at 97.73, representing a 4.2 percent improvement over 1999 and a 10.4 percent improvement over 1998. The 3.0 percent overall decrease in the number of injuries for 2000 achieved another record low since 1991. Continued improvement in seat belt usage rates should assist the State in achieving its long-term goals in this area.

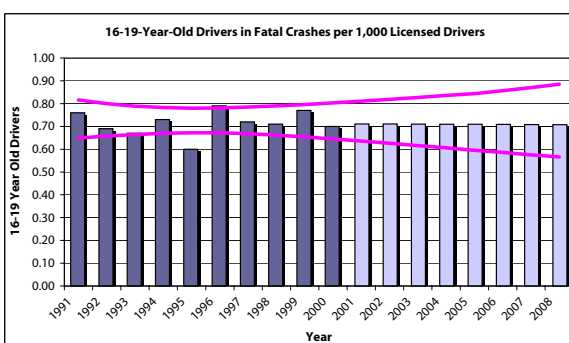


Analysis: Alcohol-related fatal crashes decreased by 23.0 percent from 1999 to 2000, and established a record low of 270 (preliminary estimate). The incidence rate of alcohol-related fatal crashes for 2000 was estimated at 0.37 per 100 MVMT, another low record for Indiana. Increased enforcement efforts throughout the State is a likely contributor to these successes. Despite these gains, there continues to be a number of drivers involved in fatal crashes who either are not tested for the presence of alcohol, or whose results do not get reported. Increased emphasis needs to be applied to test all drivers involved in fatal crashes, as well as increasing the criminal consequences for drivers with high BACs.

- *To increase the observational seat belt usage rate in all passenger vehicles, including pickup trucks, sport utility vehicles and vans from 73 percent in 1998, to 85 percent by the year 2005 and 88 percent by the year 2008.*
- *To reduce the involvement rate in fatal crashes of the younger driver (age 16–19) from 0.80 fatal crashes per 1,000 licensed drivers in 1996, to 0.72 in the year 2002, 0.65 in the year 2005 and 0.59 in the year 2008, with progress demonstrated on an annual basis.*



Analysis: The overall seat belt usage rate between 2001 and 2002 increased from 67.4 percent to 72.2 percent. (Observational seat belt usage data is annually collected in September (during June for 2002), and, therefore, more current results can be reported for this objective area.) There continues to be a distinctive difference in usage rates between pickup trucks and other vehicles as pickup trucks continue to be exempted from the primary law. Although the usage rate for pickup truck occupants for the State increased by 5.5 percent, they remain extremely low at only 47.4 percent, while passenger cars reported a 78.2 percent usage rate for 2002.



Analysis: After an increase from 0.71 in 1998 to 0.76 in 1999, the involvement rate in fatal crashes for the younger driver decreased to 0.70 per 1,000 licensed drivers. Despite these slight movements in the data, the overall trend has remained relatively flat over the past ten years. There has been two full years of crash data collected since Indiana's Graduated License Law went into effect on January 1, 1999. This data, combined with observational data, should provide the foundation to assess the degree of influence, if any, that passage of the law has exerted over the young driver's involvement in all crashes, not just fatal crashes.

problem identification

This table provides a condensed but comprehensive summary of the key crash elements over the past decade. The increase in crashes can be attributed to the ongoing increases in licensed drivers, registered vehicles and the annual miles driven on Indiana roads. While each of these crashes has the potential for injury or death, the statistics that follow total crash data highlight the major areas of concern—injuries and fatalities. The number of personal injury and fatal crashes showed reductions as compared to 1999 data—especially the number of fatal crashes. The majority of fatalities are occupants (including motorcyclists) of a motor vehicle. With the exception of motorcyclist fatalities, all fatality groupings showed a substantial reduction as compared to 1999 results. Given the recent number of motorcyclist fatalities (over a 50 percent increase from 1997), this type of fatality should be considered an emerging issue within Indiana.

- *The year 2000 results stopped a three-year trend of an increasing number of fatalities.*
- *Fewest number of fatalities since 1945.*

Table 1. Crash Statistics Changes, 1991–2000

Statistic	Average 1991-1995	1996	1997	1998	1999	2000	Average 1996-2000	% Change 1999-2000	% Change 1991-2000
All Crashes	205,692	221,465	220,009	216,510	217,340	220,883	219,241	1.6%	13.3%
Fatal Crashes	844	870	849	884	892	795	858	-10.9%	-12.1%
Personal Injury Crashes	50,564	52,058	52,413	51,865	49,518	48,393	50,849	-2.3%	2.7%
Alcohol-Related Crashes	10,300	9,777	9,544	9,508	9,072	8,901	9,360	-1.9%	-19.5%
Fatalities	950	982	940	982	1,021	888	963	-13.0%	-13.1%
Alcohol-Related Fatalities	249	239	214	234	237	185	222	-21.9%	-42.4%
Total Injuries	75,171	77,339	78,262	77,138	72,883	70,678	75,260	-3.0%	2.0%
Serious Injuries	6,644	6,558	6,488	6,361	6,141	5,951	6,300	-3.1%	-10.9%
Pedestrian Fatalities	77	76	75	72	66	56	69	-15.2%	-35.6%
Pedalcyclist Fatalities	15	6	11	13	14	10	11	-28.6%	-50.0%
Motorcyclist Fatalities	67	63	47	68	67	74	64	10.4%	-8.6%
Economic Loss (Billions)	2.419	2.520	2.500	2.540	2.730	2.496	2.557	-8.6%	5.8%

Figure 1. Fatalities, 1991–2000

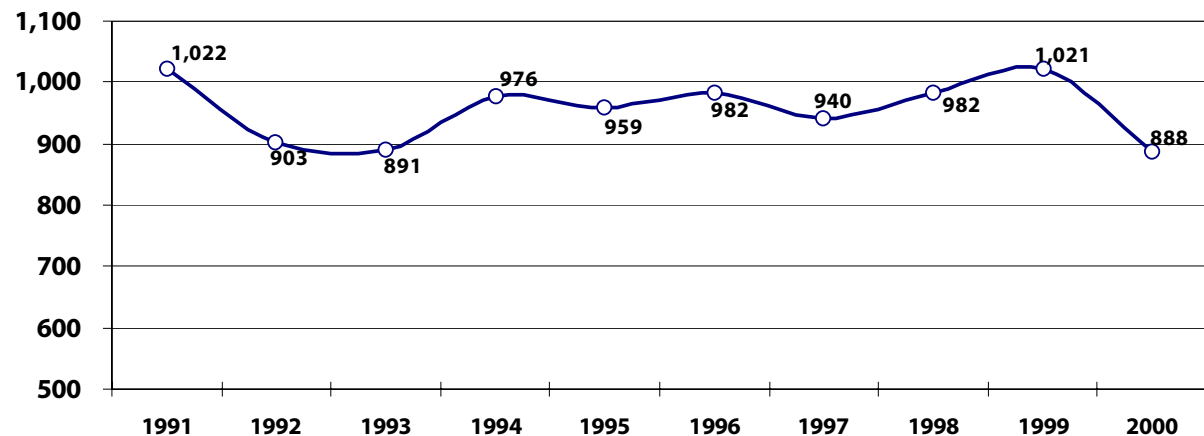
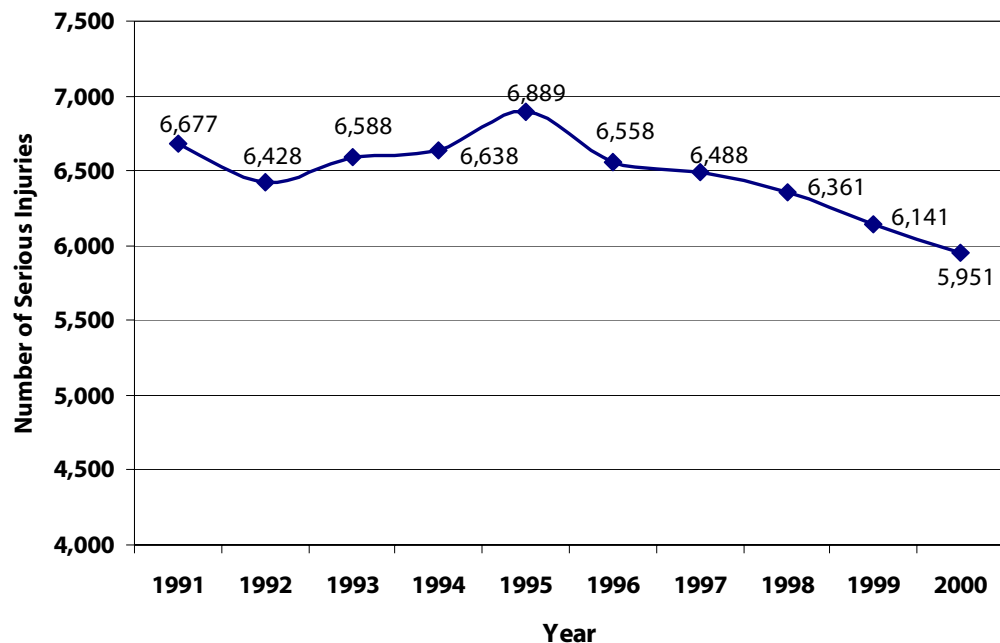
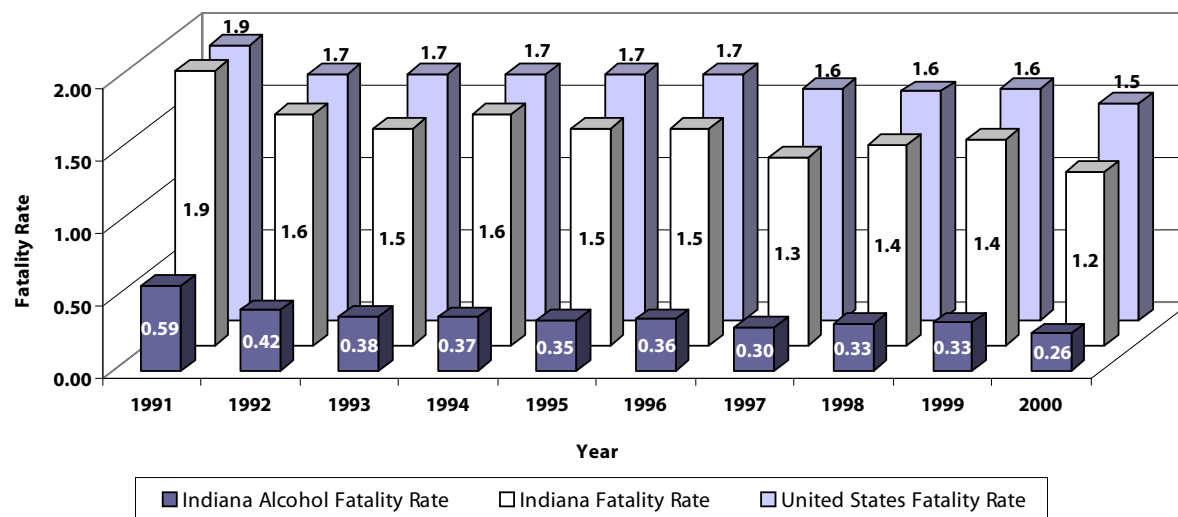


Figure 2. Serious Injuries, 1991–2000



- A five-year positive trend of fewer serious injuries.

Figure 3. Fatality Rates and Alcohol Fatality Rates per 100 Million Vehicle Miles Traveled: U.S. vs. Indiana, 1991–2000

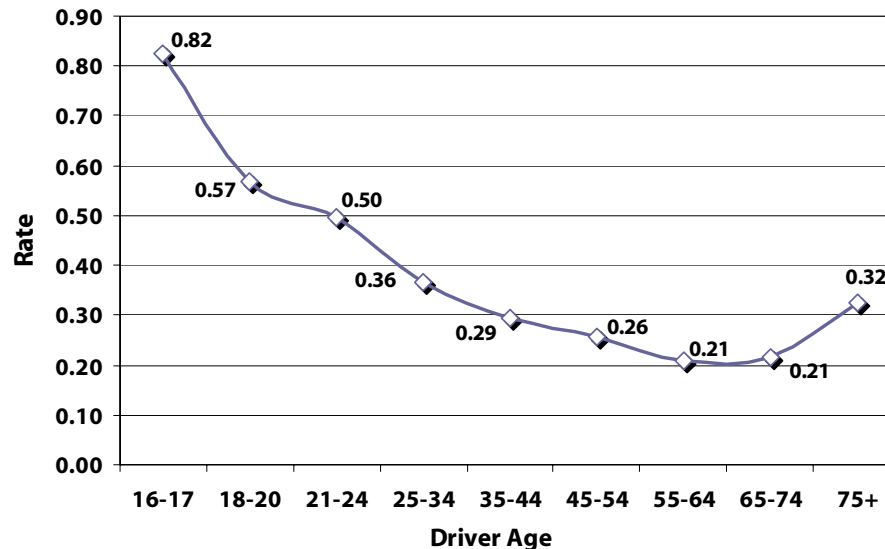


- Fatal crash rate per 100 MVMT decreased to an Indiana record low of 1.2, which is also 20 percent below the national level.
- Alcohol continues to be involved in more than 1 out of 5 fatal crashes.

problem identification

- The young driver (age 16 and 17) is nearly 4 times more likely to be involved in a fatal crash than a 55–64-year-old driver.
- 16- and 17-year-old drivers are 50 percent more likely to be involved in a fatal crash than the 18–20-year-old age group.
- The 25–64-year-old age groupings all experienced notable improvements in fatality rates as compared to 1999 results.

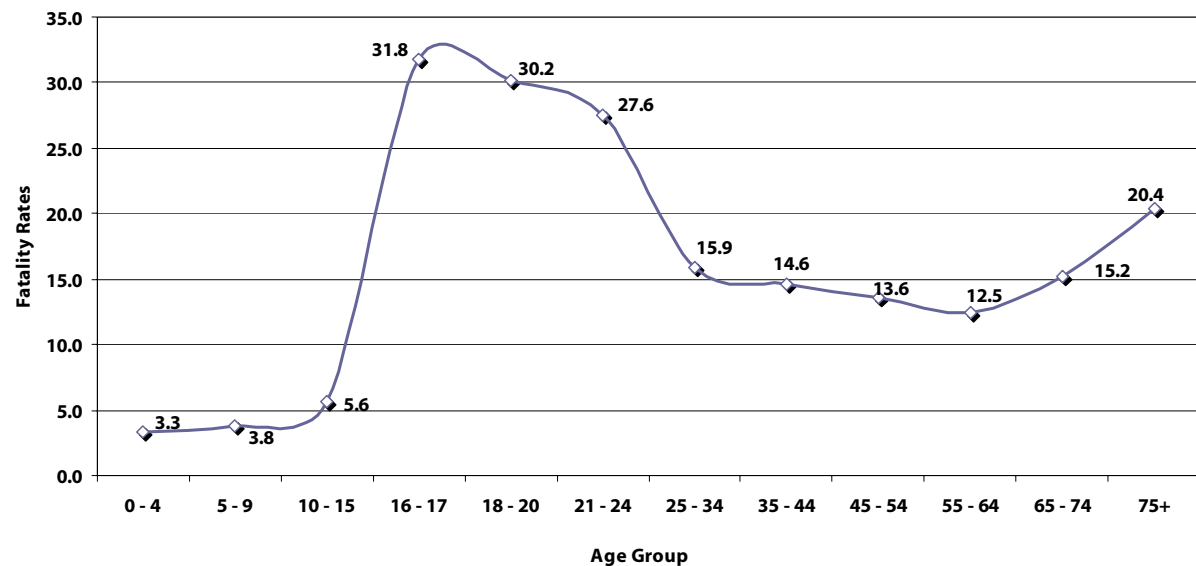
Figure 4. Fatal Crash Rates by Driver Age per 1,000 Licensed Drivers, 2000



Note: 2000 licensed driver numbers estimated from 1999 counts.

- The younger age drivers (age 16–24) continued to be over-represented, experiencing 2½ times the fatality rate as older drivers.

Figure 5. Fatality Rates by Driver Age per 100,000 Population, 2000



Every crash investigated by a law enforcement officer is assigned a crash cause, for each vehicle and the primary cause of the crash. Up to two causes can be attributed to each vehicle, but only one primary cause for the crash can be indicated. Figure 6 shows a distribution of the leading crash causes by age group (for all crashes) that involved only a single vehicle. Figure 7 shows a similar distribution but for crashes that involved multiple vehicles. One clear difference between the causes of crashes for single-vehicle and multiple-vehicle crashes is the presence of other vehicles in the multiple-vehicle crashes (which is logical) and the presence of environmental and other roadway factors in single-vehicle crashes. Since the officer has the ability to identify up to two vehicle contributing factors for each vehicle involved in a crash, the percentages shown in the figure are not additive. For example, the investigating officer could indicate both “Driver Inattention” and “Material on Surface (Weather)” as vehicle causes in one crash.

- **Driver Inattention and Material on Surface (Weather) are the most frequently reported contributing factors in single-vehicle crashes.**
- **Driver Inattention is the leading vehicle contributing factor for all age groups involved in a multi-vehicle crash.**

Figure 6. Vehicular Contributing Circumstances Rate per Drivers in Crashes by Age Group: Single-Vehicle Crashes, 2000

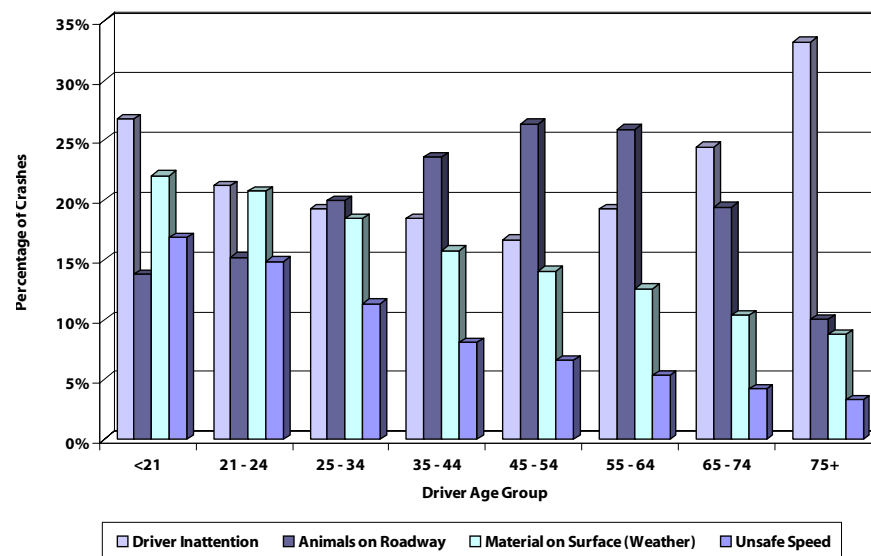
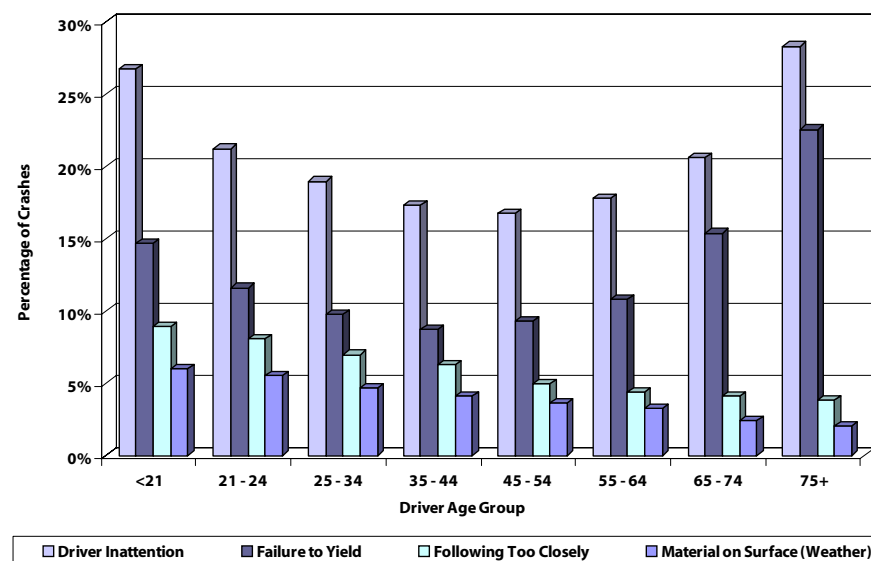


Figure 7. Vehicular Contributing Circumstances Rate per Drivers in Crashes by Age Group: Multiple-Vehicle Crashes, 2000



problem identification

Figure 8. Percentage of Fatalities Occurring in a Rural Area by Age Group, 1991–2000

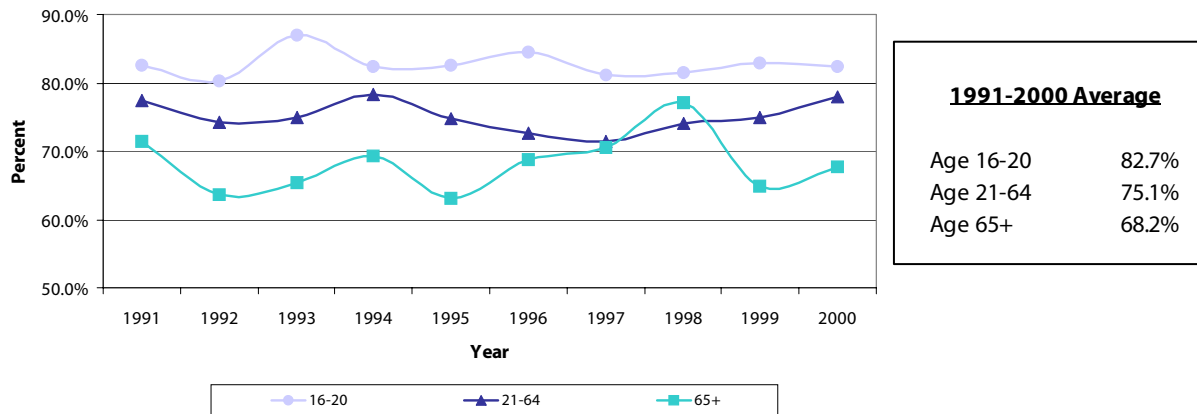


Figure 8 shows a distribution of the percentage of rural crashes by driver age groupings. The definition of rural versus urban is a direct extraction from data that is entered by the investigating officer. Some caution has to be exercised when reviewing and assessing these tables. While it appears from the data that nearly three out of four fatal crashes occur in rural areas, there is a high likelihood that fatal rural crashes may be over-stated and further review is needed in this area.

There were 518 drivers killed in fatal crashes in 2000 (Table 2). While the State of Indiana conducts annual seat belt usage observational studies (Figure 46 and Tables 54–57 in Chapter 4), an alternate measurement of seat belt usage is the investigating officer's assessment as to whether the killed driver was properly restrained. Where restraint use was known (excluding the unknowns), the overall usage rate of killed drivers was only 37.8 percent. Given that seat belts are estimated to be 45–50 percent effective in reducing fatalities, nearly half of the 285 killed non-restrained drivers, or approximately 140 fewer driver fatalities, could have occurred if all drivers had been properly restrained.

Table 2. Driver Fatalities by Age, Restraint Usage and Gender, 2000

Age	Number of Drivers			% Restrained			% Not Restrained			% Unknown		
	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot
16 - 17	22	12	34	31.8%	50.0%	38.2%	59.1%	41.7%	52.9%	9.1%	8.3%	8.8%
18 - 20	39	7	46	12.8%	28.6%	15.2%	74.4%	57.1%	71.7%	12.8%	14.3%	13.0%
21 - 24	41	14	55	24.4%	42.9%	29.1%	56.1%	57.1%	56.4%	19.5%	0.0%	14.5%
25 - 34	67	19	86	19.4%	31.6%	22.1%	73.1%	57.9%	69.8%	7.5%	10.5%	8.1%
35 - 44	70	25	95	27.1%	28.0%	27.4%	62.9%	56.0%	61.1%	10.0%	16.0%	11.6%
45 - 54	52	26	78	32.7%	53.8%	39.7%	53.8%	34.6%	47.4%	13.5%	11.5%	12.8%
55 - 64	27	13	40	37.0%	61.5%	45.0%	55.6%	23.1%	45.0%	7.4%	15.4%	10.0%
65 - 74	26	15	41	38.5%	60.0%	46.3%	46.2%	26.7%	39.0%	15.4%	13.3%	14.6%
75+	23	20	43	56.5%	55.0%	55.8%	34.8%	30.0%	32.6%	8.7%	15.0%	11.6%
TOTAL	367	151	518	28.3%	45.7%	33.4%	60.2%	42.4%	55.0%	11.4%	11.9%	11.6%

Legend: Fem=Female; Tot=Total

Source: Fatality Analysis Reporting System, NHTSA.

Note: Drivers coded as improperly restrained were classified as "not restrained."

Drivers of parked vehicles, motorcycles and mopeds are excluded.

- *Fewer than 2 out of 5 killed drivers were properly restrained.*
- *Killed male drivers were properly restrained in only 1 out of 3 instances, while killed female drivers were properly restrained in 1 out of 2 fatal crashes.*
- *An estimated 140 drivers' lives could have been saved had all killed drivers been properly restrained.*

Table 3. Alcohol Crash Statistics Changes, 1991–2000

Statistic	Average						Average		% Change	
	1991-95	1996	1997	1998	1999	2000	1996-2000	1999-2000	1991-2000	
Alcohol-Related (ALC) Crashes	10,300	9,777	9,544	9,508	9,072	8,901	9,360	-1.9%	-19.5%	
% ALC Crashes	5.0%	4.4%	4.3%	4.4%	4.2%	4.0%	4.3%	-3.5%	-28.9%	
ALC Fatal Crashes	219	209	194	206	209	167	197	-20.1%	-41.0%	
% ALC Fatal Crashes	26.0%	24.0%	24.3%	23.3%	23.4%	21.0%	23.2%	-10.3%	-32.9%	
ALC Fatalities	249	239	214	234	237	185	222	-21.9%	-42.4%	
% ALC Fatalities	26.2%	24.3%	22.8%	23.8%	23.2%	20.8%	23.0%	-10.2%	-33.7%	
ALC Injuries	7,159	6,664	6,524	6,364	5,779	5,487	6,164	-5.1%	-27.2%	
% ALC Injuries	9.5%	8.6%	8.3%	8.3%	7.9%	7.8%	8.2%	-2.1%	-28.7%	

Note: All crashes and injury statistics for 1994 and 1995 were corrected for misclassified private property crashes.

Table 4. Alcohol Concentration of Killed Drivers, 2000

Age	0.0 to 0.009			0.010 to 0.049			0.050 to 0.079			0.08 to 0.099			0.10 or Greater			Unknown or Blank			Total		
	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot
16	7	2	9	1	0	1	0	0	0	0	0	0	1	0	1	2	2	4	11	4	15
17	6	2	8	1	0	1	0	0	0	0	0	0	0	2	2	4	4	8	11	8	19
18	7	1	8	1	0	1	1	0	1	0	0	0	3	0	3	4	2	6	16	3	19
19	2	2	4	2	0	2	1	0	1	0	0	0	0	0	0	6	2	8	11	4	15
20	5	0	5	0	0	0	0	0	0	0	0	0	4	0	4	3	0	3	12	0	12
21	2	0	2	0	0	0	0	0	0	0	0	0	3	2	5	7	1	8	12	3	15
22	3	0	3	0	0	0	0	0	0	0	0	0	4	0	4	3	0	3	10	0	10
23	3	4	7	0	0	0	0	0	0	0	0	0	2	1	3	3	1	4	8	6	14
24	1	1	2	1	0	1	1	1	2	0	0	0	4	0	4	4	3	7	11	5	16
25 - 34	14	2	16	2	0	2	1	0	1	2	0	2	24	7	31	24	10	34	67	19	86
35 - 44	18	8	26	3	1	4	1	0	1	1	0	1	21	5	26	26	11	37	70	25	95
45 - 54	23	13	36	0	0	0	0	1	1	0	0	0	10	2	12	19	10	29	52	26	78
55 - 64	9	7	16	1	0	1	0	0	0	2	0	2	2	0	2	13	6	19	27	13	40
65 - 74	12	7	19	0	0	0	0	0	0	0	0	0	2	1	3	12	7	19	26	15	41
75+	9	6	15	0	0	0	1	0	1	0	0	0	0	0	0	13	14	27	23	20	43
Total	121	55	176	12	1	13	6	2	8	5	0	5	80	20	100	143	73	216	367	151	518

Legend: Fem=Female; Tot=Total

Source: Fatality Analysis Reporting System, NHTSA.

Note: Drivers of motorcycles, mopeds, minibikes, motorscooters, and motorbikes are excluded.

Totals do not include drivers of unknown age and/or gender.

While the proper use of seat belts can reduce the loss of life in a motor vehicle crash, reducing the number of alcohol-involved crashes would further reduce the number of fatal and serious injury crashes. Alcohol involvement is determined by the officer investigating the crash. His/her determination may be based upon the presence of open containers (alcoholic beverages), the driver's behavior and/or test results. In many cases the test results are either unknown or a test may not have been administered.

For all drivers, alcohol test results were documented for 58 percent of the drivers, while there were 216 instances where test results were either unknown or tests were not administered. In the case of missing results, the NHTSA FARS analyst utilizes a probabilistic model that assigns an alcohol level (including a 0.00 BAC level) to those cases. NHTSA then uses this combination of actual results and statistically determined alcohol-involved cases to report the level of alcohol involvement in each state. Table 3 indicates that alcohol was involved in 20.8 percent of the fatalities, while NHTSA reported an alcohol involvement of 34.2 percent of the fatalities. The difference between the two reported levels is that the NHTSA FARS model estimated that there were 118 additional alcohol-involved fatalities that could not be identified as such by simply reviewing the officer's crash investigation. The solution to resolving the discrepancy in reports is to have 100 percent of all drivers (surviving and killed) tested, thus eliminating any need to apply the NHTSA model. In future years, *Crash Facts* will report only the NHTSA FARS model results.

- *Only 3 out of 5 killed drivers had a BAC test result recorded.*
- *Nearly 4 out of 5 killed drivers who tested positively for alcohol had a test result that exceeded the year 2000 legal limit in Indiana (0.10 BAC).*

problem identification

- *Motorcycle crashes increased by 6 percent versus 1999.*
- *Motorcyclist fatalities showed a 10 percent increase from 1999, and a 57 percent increase since 1997 (record low of 47 fatalities).*

Table 5. Motorcyclist Crash Statistics Changes, 1991–2000

Statistic	Average 1991-1995	1996	1997	1998	1999	2000	Average 1996-2000	% Change 1999-2000	% Change 1991-2000
Motorcycle (MC) Crashes	2,400	1,844	1,899	2,063	2,149	2,279	2,047	6.0%	-18.9%
MC Fatal Crashes	66	58	45	68	67	71	62	6.0%	-9.0%
Motorcyclist Fatalities	67	63	47	68	67	74	64	10.4%	-8.6%
MC Personal Injury Crashes	1,900	1,442	1,450	1,580	1,637	1,730	1,568	5.7%	-19.8%

Note: All 1994 and 1995 crashes and injury statistics were corrected for misclassified private property crashes.

Figure 9. Motorcyclist Fatalities, 1991–2000

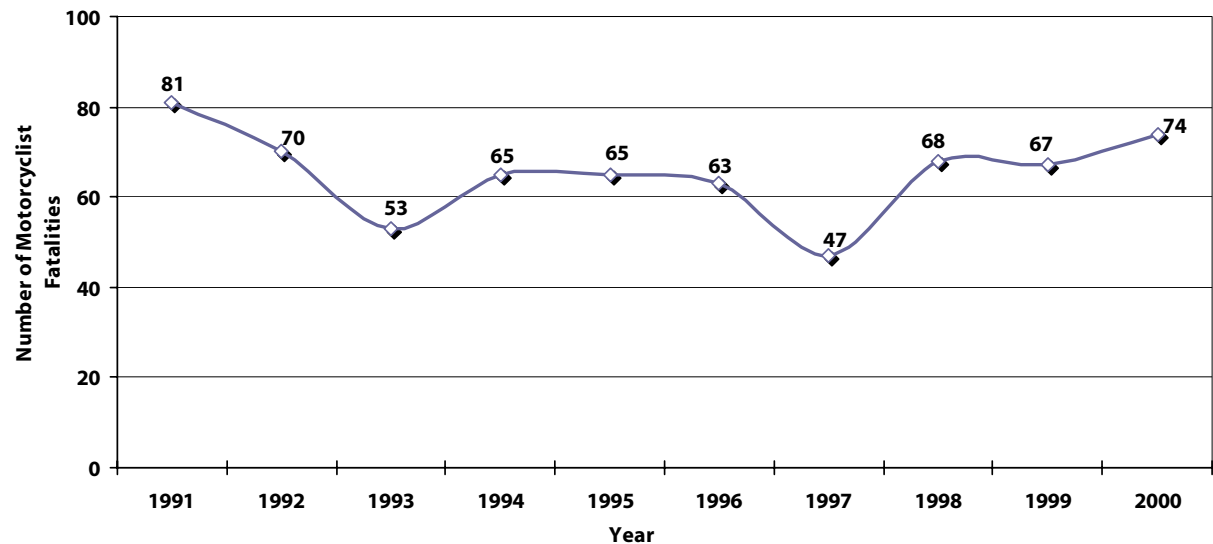
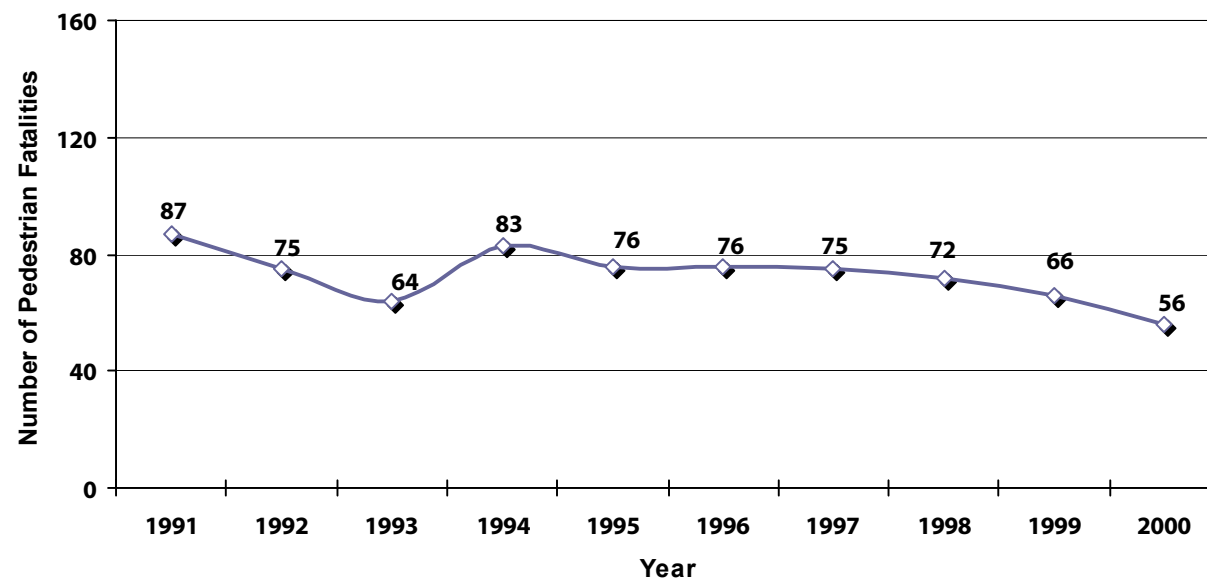
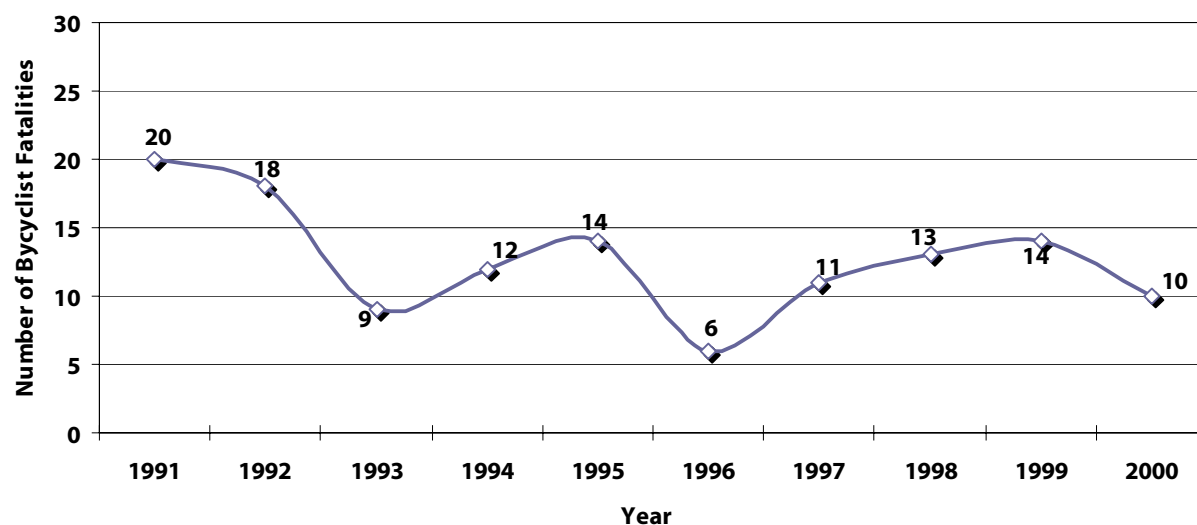


Figure 10. Pedestrian Fatalities, 1991–2000



- *Pedestrian fatalities continue to show a favorable long-term decline in number.*

Figure 11. Bicyclist Fatalities, 1991–2000

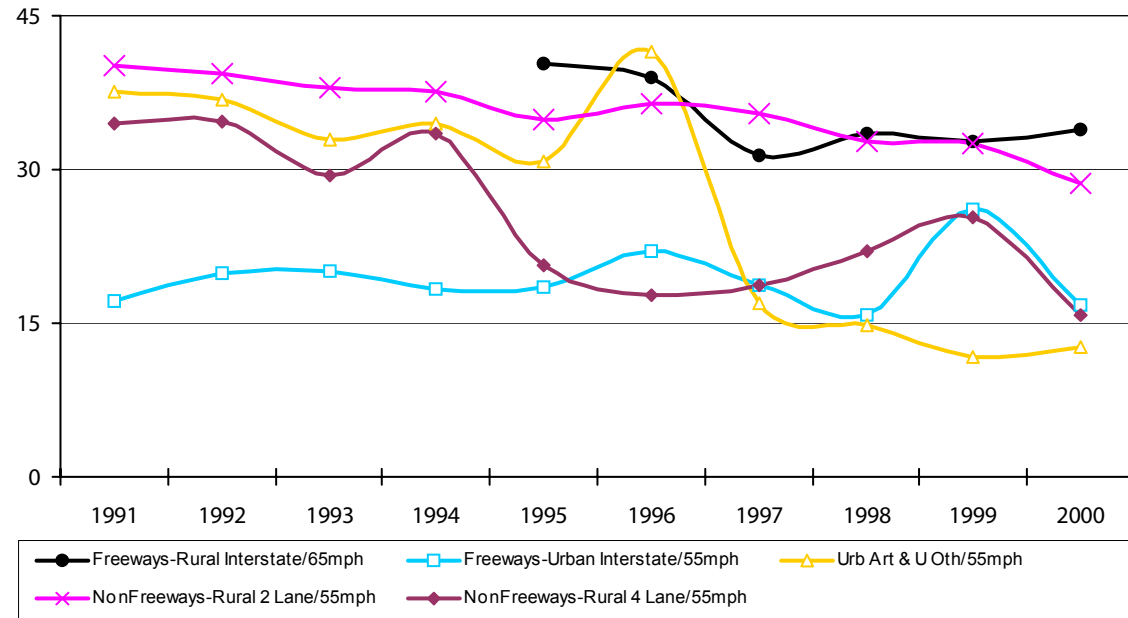


- *After three years of increases, bicyclist fatalities decreased to 10 in 2000 from 14 in 1999.*

problem identification

- *The long-term trend continues to be lower compliance with posted speed limits for all roadway types.*

Figure 12. Motorist Compliance with Posted Speed Limits, 1991–2000



State outcome Data summary

TOPICS

Fatalities

Total Economic Loss

The year 2000 represented excellent progress on the part of Indiana with the continued and increased focus on traffic safety. Fewer serious crashes occurred even though the total number of crashes continued to increase, recognizing the increased congestion found on the Indiana roadway system and an estimated two percent increase in the number of licensed Indiana drivers.

Number of Crashes: The number of fatalities (888) dropped to the lowest level since 1945. The 133 fewer fatalities (versus 1999) represented a 13 percent reduction. There were 795 fatal crashes in 2000, ending a six-year period where the number of fatal crashes appeared to plateau at an annual average of 872 fatal crashes between 1994 and 1999. The number of personal injury crashes (48,393) was reduced for a second straight year, after a seven-year period through 1998 where personal injury crashes exceeded 50,000 annually. Property damage crashes increased by 2.9 percent to 171,695 crashes.

Vehicle Miles Traveled: To effectively measure the impact of the increased number of licensed drivers and the associated miles driven, comparisons can be made with historical data by adjusting for the change in vehicle miles driven. For fatal crashes, this is measured as the number of fatalities per 100 million vehicle miles traveled (100 MVMT: the equivalent of 10,000 drivers, each driving an average of 10,000 miles per year). Indiana's rate for the past 20 years has been at or less than the national rate. Indiana's fatality rate in 2000 was 1.2 per 100 MVMT, a historical low, and 20 percent lower than the national rate of 1.5. The Indiana rate represents a 50 percent reduction in the fatality rate over the last 13 years (since passage of the secondary seat belt law in 1987). Had this reduction not occurred in Indiana, an estimated 120–140 additional lives would have been lost in 2000 versus 1999.

Fatalities: While the number of vehicle occupants (drivers and/or passengers) killed in 2000 was 119 fewer than in 1999, the number of motorcycle riders killed increased from 67 to 74, and represented 9.0 percent of the occupant fatalities. All other vehicle categories

including pickup trucks showed sizable decreases in the number of fatalities from 1999 to 2000.

Economic Loss: In addition to reporting the number of fatalities and injuries that occur as the result of highway crashes, these losses are also converted to an economic value. For the year 2000, the total economic loss was an estimated \$2,496 billion for Indiana, and was fairly equally distributed between rural and urban areas. The large decrease in the number of fatalities, coupled with a decrease in the number of personal injuries yielded a 5.2 percent reduction versus the 1999 economic loss (adjusted for inflation). With the exception of slightly lower economic losses incurred in 1992, the total economic losses for 2000 represented the lowest costs associated with traffic crashes over the past decade.

Rural/Urban: Among several crash attributes, fatalities are tracked to determine whether they occur in rural or urban areas. In doing this, countermeasure programs can be developed to target the particular characteristics of that area. Only during the period between 1954 and 1958 has the distribution of rural fatalities when compared to the total number of Indiana fatalities been higher than the ratio for the year 2000. Historically, rural areas of Indiana have represented generally 70 to 75 percent of the fatalities within the State. While substantial gains were made in 2000 to reduce total fatalities in both regions, Indiana's urban areas had a 23 percent reduction in fatalities, while the rural areas achieved a 9.6 percent reduction. As a result, 77.5 percent of the fatalities that occurred in Indiana were in rural locales. While this may be due to coincidence, intensified seat belt awareness and enforcement programs were initiated in 2000 with the focus being on the more heavily populated urban areas. Figure 16 visually shows the steady improvement in urban area fatality reduction (54.8 percent since 1970), while the rural areas show some gains over time (38.8 percent since 1970), but at a much slower rate of progress.

Month, Day, Time: In 1999, 47.3 percent of the fatalities occurred on Monday through Thursday with 52.7 percent on Friday through Sunday. For 2000, the percentages were 51.9 percent and 48.1 percent, respectively. This change was driven by the large reduction (111 fewer fatalities) on Friday through Sunday, and a decrease of 22 fatalities occurring on Monday through Thursday. Generally speaking, weekend days continued to experience the greatest number of fatalities. Fatalities occurring between 9:00 PM and 3:59 AM for both 1999 and 2000 continued to represent slightly more than one out of four fatalities (27.4 percent). With the exception of June and September, all other months in 2000 experienced fewer fatalities than the same months in 1999.

Supporting figures and tables included with Chapter 2 provide further information and details on the crashes. As a summary for this chapter, substantial improvements were seen both in reducing injury and fatal crashes; however, the increasing number of registered motorcycles as it relates to the number of killed motorcyclists may represent an emerging issue that supports further research as to the causes and potential traffic safety countermeasures needed to reduce motorcyclist fatalities.

state outcome data summary

Although the total number of crashes increased by approximately 3,500 between 1999 and 2000, fatal injury and personal injury crashes combined decreased by approximately 1,200 crashes. In comparing the total number of crashes between 1993 (fewest number of fatal crashes during the past decade) against 2000 performance, the total number of crashes increased by 8.1 percent. However, the number of personal injury and fatal crashes decreased by 4.6 percent over the same time period, clearly indicating that substantial improvements have been made on Indiana highways over the past seven years.

- *After two consecutive years of an increasing number of fatal crashes, in 2000, Indiana nearly achieved a decade-low number of fatal crashes.*
- *Fatal crashes decreased by 10.9 percent from 1999, and by 8.7 percent as compared to the average of the previous 5 years (1995–1999).*
- *Personal injury crashes decreased by 2.3 percent while property damage crashes increased by 2.9 percent.*

Figure 13. Fatal Crashes, 1991–2000

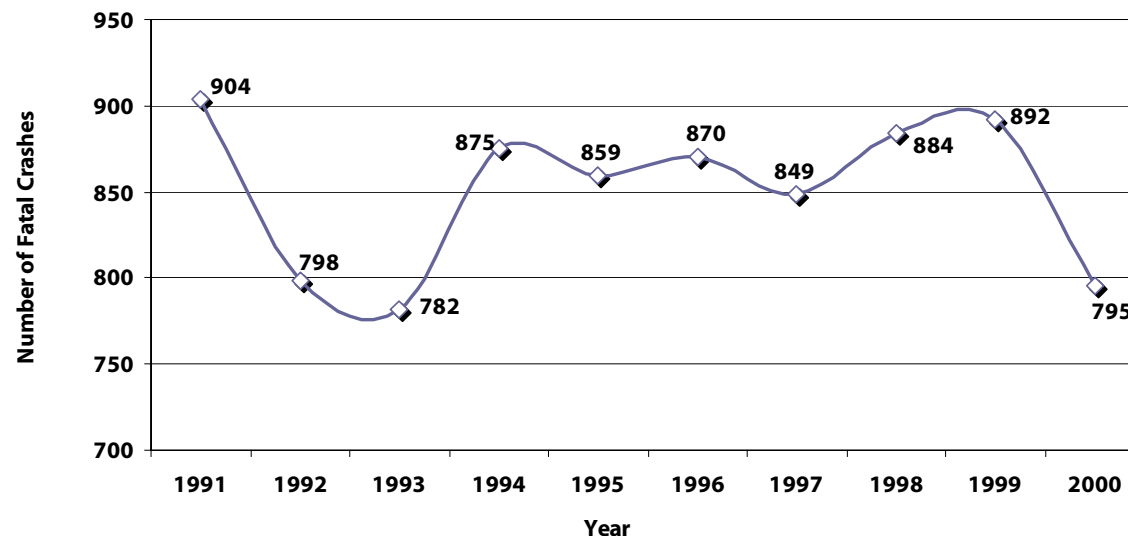
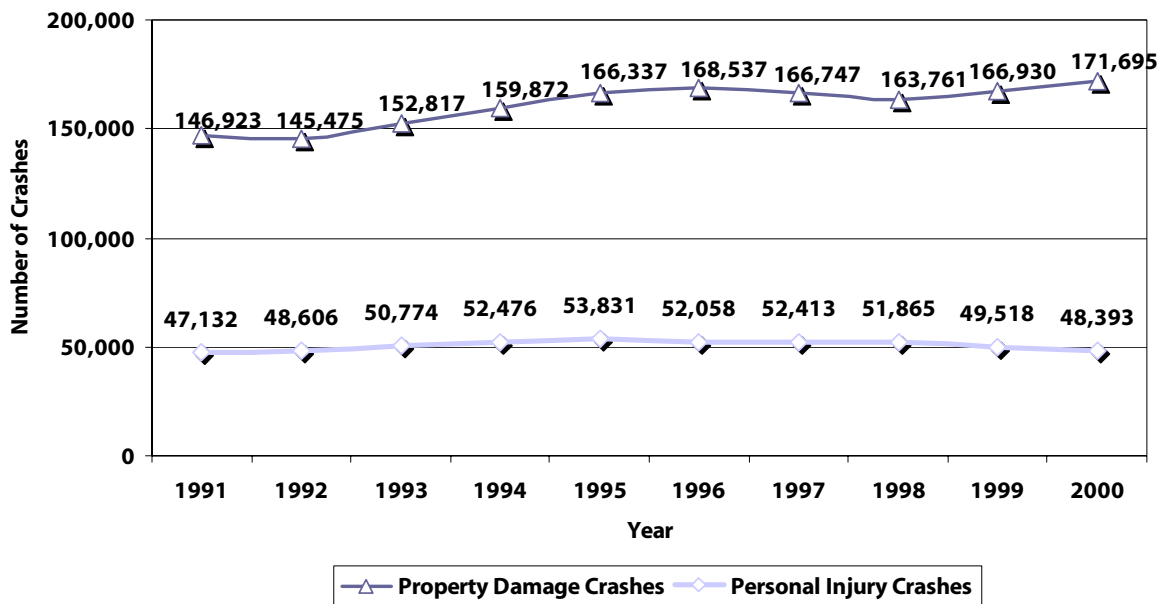


Figure 14. Personal Injury and Property Damage Crashes, 1991–2000



1994 and 1995 corrected for misclassified private property crashes.

Table 6. Crash Severity with Licensed Drivers and Registered Vehicles, 1991–2000

Year	Fatal Crashes	Personal Injury	Property Damage	Total Crashes	Fatalities	Total Injuries	Serious Injuries	Licensed* Drivers	Registered* Vehicles
1991	904	47,132	146,923	194,959	1,022	69,280	6,677	3,744,208	4,740,306
1992	798	48,606	145,475	194,879	903	72,223	6,428	3,800,437	4,839,889
1993	782	50,774	152,817	204,373	891	75,614	6,588	3,790,783	4,953,250
1994	875	52,476 ¹	159,872 ¹	213,223 ¹	976	78,105 ¹	6,638	3,860,329	5,131,673
1995	859	53,831 ¹	166,337 ¹	221,027 ¹	959	80,632 ¹	6,889	3,881,424	5,209,779
1996	870	52,058	168,537	221,465	982	77,339	6,558	3,902,519	5,347,748
1997	849	52,413	166,747	220,009	940	78,262	6,488	3,923,420	5,343,638
1998	884	51,865	163,761	216,510	982	77,138	6,361	3,976,075	5,371,653
1999	892	49,518	166,930	217,340	1,021	72,883	6,141	3,876,908	5,372,915
2000	795	48,393	171,695	220,883	888	70,678	5,951	3,954,446	5,740,281

*Source: Indiana Bureau of Motor Vehicles

Note: 1995 and 1996 licensed driver numbers estimated from 1994 and 1997 counts.

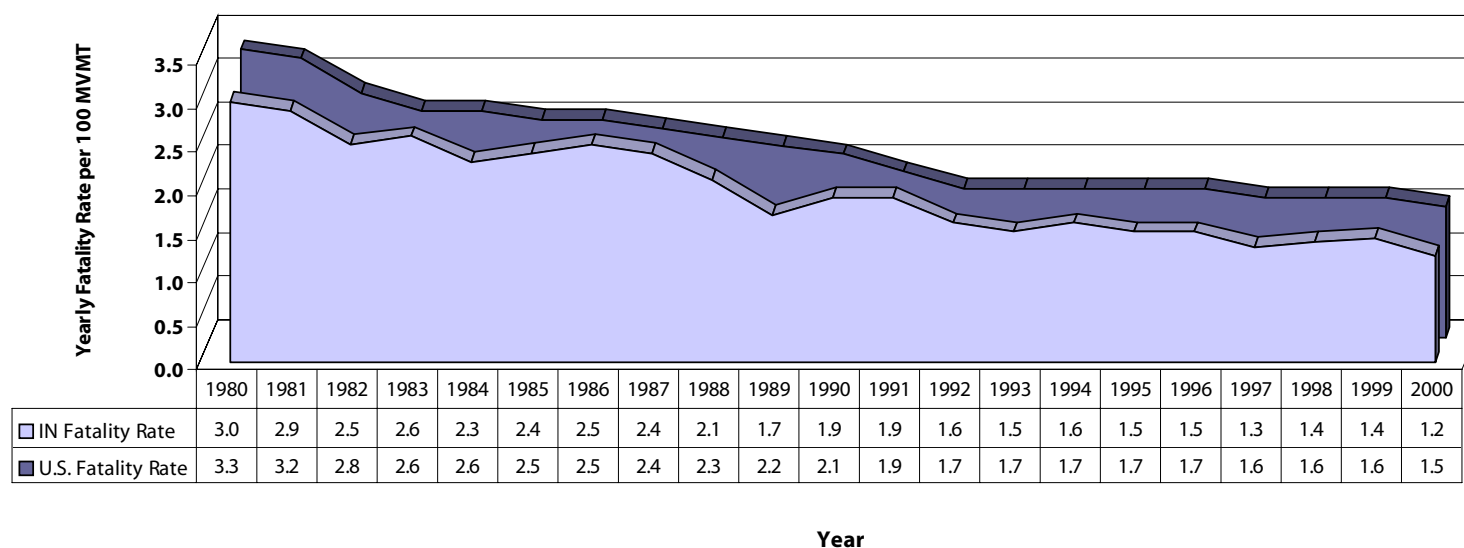
2000 licensed driver numbers estimated from 1999 counts.

¹Corrected for misclassified private-property crashes.

Indiana continued to see an increase in the number of licensed drivers (estimated 2 percent) and registered vehicles (6.8 percent). The total number of crashes increased at a lower rate of only 1.6 percent from 1999 to 2000.

- *There were 97 fewer fatal crashes in 2000 (than 1999) resulting in 133 fewer fatalities.*

Figure 15. Fatality Rates per 100 Million Vehicle Miles Traveled: U.S. vs. Indiana, 1980–2000



- *Indiana achieved a historical low rate of only 1.2 fatalities per 100 million vehicle miles traveled (MVMT), which resulted in a 20 percent lower fatality rate than the national average.*

state outcome data summary

While Indiana achieved a 13 percent reduction in fatalities in 2000 versus 1999, the nation as a whole increased slightly by 0.5 percent (228 fatalities). Without the inclusion of Indiana data in the national results, the nation would have shown a 0.3 percent higher increase in the number of fatalities between 1999 and 2000.

- *Since 1981, Indiana has achieved a 60 percent reduction in the overall fatality rate per 100 MVMT.*

Table 7. Fatality Rates per 100 Million Vehicle Miles Traveled: U.S. vs. Indiana, 1981–2000

Year	Indiana					U.S.		
	Billion VMT	Fatal Crashes	Fatalities	Fatality Rate	Fatal Crash Rate	Fatalities	Billion VMT	Fatality Rate
1981	38.9	1,022	1,177	3.0	2.6	49,301	1,555	3.2
1982	39.2	849	971	2.5	2.2	43,945	1,595	2.8
1983	39.8	875	1,020	2.6	2.2	42,589	1,653	2.6
1984	41.1	839	929	2.3	2.0	44,257	1,720	2.6
1985	40.8	881	980	2.4	2.2	43,825	1,775	2.5
1986	40.8	993	1,038	2.5	2.4	46,087	1,835	2.5
1987	43.6	957	1,056	2.4	2.2	46,390	1,921	2.4
1988	51.1	962	1,104	2.2	1.9	47,087	2,026	2.3
1989	56.2	883	973	1.7	1.6	45,582	2,096	2.2
1990	53.7	924	1,044	1.9	1.7	44,599	2,144	2.1
1991	54.3	904	1,022	1.9	1.7	41,508	2,172	1.9
1992	57.1	798	903	1.6	1.4	39,250	2,247	1.7
1993	60.5	782	891	1.5	1.3	40,150	2,296	1.7
1994	62.1	875	976	1.6	1.4	40,716	2,358	1.7
1995	64.6	859	959	1.5	1.3	41,817	2,423	1.7
1996	66.0	870	982	1.5	1.3	42,065	2,486	1.7
1997	70.5	849	940	1.3	1.2	42,013	2,562	1.6
1998	70.7	884	982	1.4	1.3	41,501	2,632	1.6
1999	71.5	892	1,021	1.4	1.2	41,717	2,691	1.6
2000	72.3	795	888	1.2	1.1	41,945	2,767	1.5

Legend: VMT = Vehicle Miles Traveled

VMT Source: Indiana Department of Transportation, Federal Highway Administration.

U.S. fatalities and fatality rates provided by Fatality Analysis Reporting System, NHTSA.

Example: The Fatality Rate for 2000 was 1.2 traffic fatalities $[888 / (72.3 \times 10)]$ per 100 million vehicle miles traveled.

Also, the Fatal Crash Rate in 2000 was 1.1 $[795 / (72.3 \times 10)]$ per 100 million vehicle miles traveled.

Table 8. Driver and Passenger Fatalities by Motor Vehicle Type, 2000

Vehicle Type	Driver		Passenger		Total	
	Count	Percent	Count	Percent	Count	Percent
Passenger Car, Station Wagon	356	61.06%	160	66.95%	516	62.77%
Pickup	94	16.12%	33	13.81%	127	15.45%
Van	31	5.32%	22	9.21%	53	6.45%
Truck	12	2.06%	4	1.67%	16	1.95%
Semi-Tractor (Only)	0	0.00%	0	0.00%	0	0.00%
Semi-Tractor, Trailer	17	2.92%	2	0.84%	19	2.31%
Semi-Tractor, Multiple Trailers	1	0.17%	0	0.00%	1	0.12%
Combination Vehicle	0	0.00%	0	0.00%	0	0.00%
Recreational Vehicle	0	0.00%	0	0.00%	0	0.00%
Bus	0	0.00%	1	0.42%	1	0.12%
School Bus	0	0.00%	0	0.00%	0	0.00%
Police Car	1	0.17%	0	0.00%	1	0.12%
Fire Truck	0	0.00%	0	0.00%	0	0.00%
Ambulance	0	0.00%	0	0.00%	0	0.00%
Motorcycle*	65	11.15%	9	3.77%	74	9.00%
Snowmobile	0	0.00%	1	0.42%	1	0.12%
Farm Equipment	1	0.17%	0	0.00%	1	0.12%
Special Vehicle	1	0.17%	0	0.00%	1	0.12%
Other	2	0.34%	0	0.00%	2	0.24%
Unknown	2	0.34%	7	2.93%	9	1.09%
Total	583		239		822	

*Motorcycle includes motorcycles, mopeds, motorized bicycles, motor scooters and minibikes.

Note: Table does not include non-occupants (i.e., pedestrians, bicyclists).

- *There were 119 fewer occupant fatalities in 2000 than in 1999.*
- *Large reductions in the number of fatalities could be seen in all major vehicle types—passenger cars, pickup trucks and vans.*
- *Motorcycle drivers and riders experienced a large increase in the number of fatalities. The 74 fatalities represent the largest number recorded since 1991 (81 fatalities).*

state outcome data summary

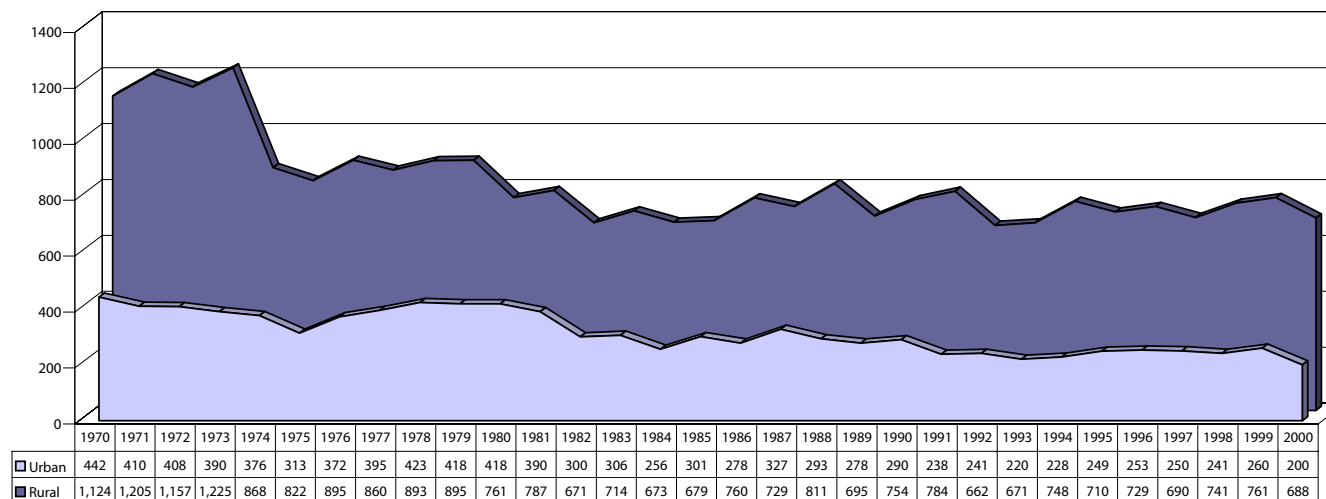
The Indiana roadway system is divided into urban and rural roads based upon population density. Fatalities can then be attributed to occurring either in a rural area or urban area. By having these statistics, counter-measure programs can be developed to focus on over-represented areas. Because of the large decrease in the number of urban fatalities in 2000 (23 percent) as compared to the 9.6 percent decrease in rural fatalities, 77.5 percent of all fatalities occurred in rural areas, representing the highest rural fatality percentage since the late 1950s.

- *Urban fatalities were reduced by 23 percent in 2000—the lowest number recorded in the 60 years of available crash data. There has been a 50 percent reduction in the number of urban fatalities over the past 20 years.*
- *Rural fatalities showed a 9.6 percent reduction from 1999 and a 10 percent improvement over the last 20 years.*

Table 9. Rural and Urban Fatalities, 1941–2000

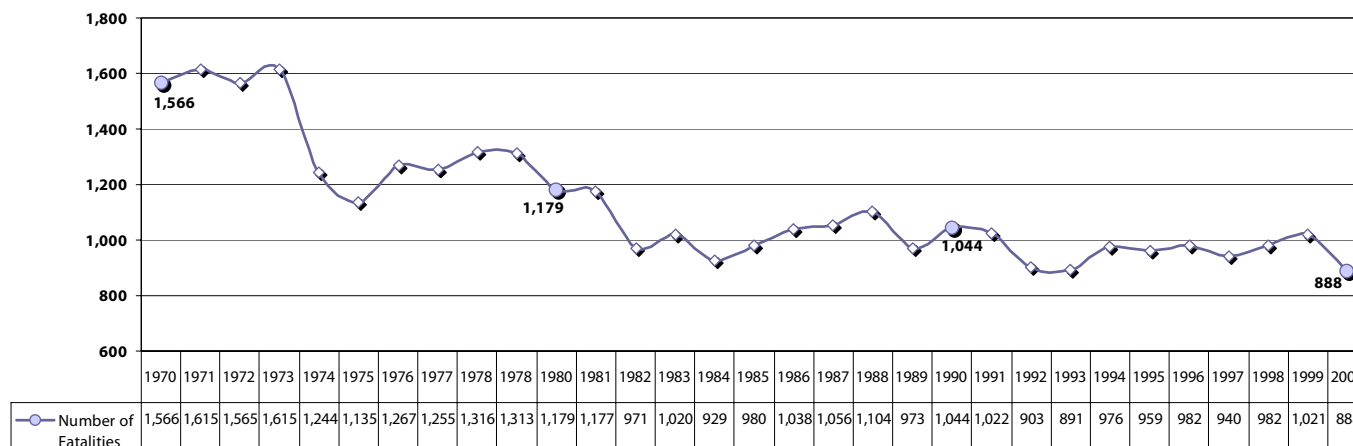
Year	Rural	Urban	Statewide	Year	Rural	Urban	Statewide
1941	1,051	427	1,478	1971	1,205	410	1,615
1942	671	345	1,016	1972	1,157	408	1,565
1943	416	301	717	1973	1,225	390	1,615
1944	469	315	784	1974	868	376	1,244
1945	542	318	860	1975	822	313	1,135
1946	644	351	995	1976	895	372	1,267
1947	759	350	1,109	1977	860	395	1,255
1948	758	313	1,071	1978	893	423	1,316
1949	795	326	1,121	1979	895	418	1,313
1950	818	306	1,124	1980	761	418	1,179
1951	907	340	1,247	1981	787	390	1,177
1952	970	307	1,277	1982	671	300	971
1953	922	354	1,276	1983	714	306	1,020
1954	839	241	1,080	1984	673	256	929
1955	887	262	1,149	1985	679	301	980
1956	944	280	1,224	1986	760	278	1,038
1957	932	244	1,176	1987	729	327	1,056
1958	824	236	1,060	1988	811	293	1,104
1959	848	279	1,127	1989	695	278	973
1960	828	302	1,130	1990	754	290	1,044
1961	822	260	1,082	1991	784	238	1,022
1962	921	312	1,233	1992	662	241	903
1963	1,003	341	1,344	1993	671	220	891
1964	1,042	369	1,411	1994	748	228	976
1965	1,084	433	1,517	1995	710	249	959
1966	1,155	419	1,574	1996	729	253	982
1967	1,176	401	1,577	1997	690	250	940
1968	1,094	429	1,523	1998	741	241	982
1969	1,244	434	1,678	1999	761	260	1,021
1970	1,124	442	1,566	2000	688	200	888

Figure 16. Rural and Urban Fatalities, 1970–2000



- *Urban fatalities established a new record low during 2000.*
- *The reduction in rural fatalities in 2000 exemplifies the positive improvements the State has made over the last 20 years.*

Figure 17. Fatalities, 1970–2000



- *Performance in 2000 put Indiana back on track to reduce future highway fatalities.*
- *Indiana had a record low number of traffic-related fatalities (888) in 2000.*

state outcome data summary

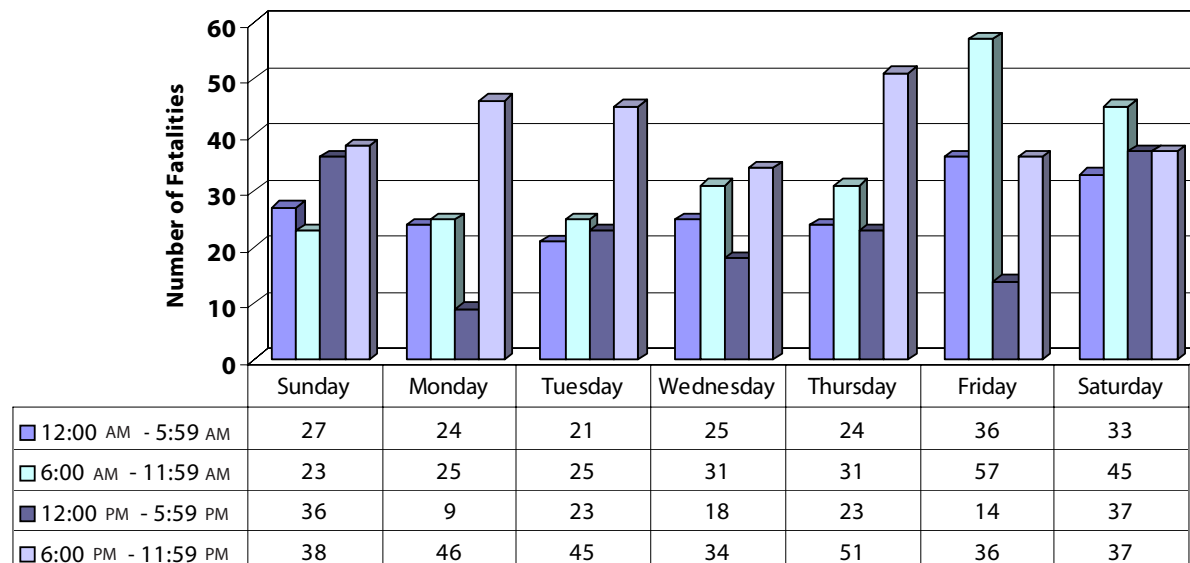
Table 10 shows the distribution of fatalities by both day of the week and hour of the day. While there is some random distribution to this table, in other instances there are clear patterns. For example, there were 56 fatalities that occurred between 9:00 PM and 11:59 PM on Friday and Saturday nights (a six-hour time span). Comparatively, there were a total of 60 fatalities that occurred during the same hours for the other five days of the week (a 15-hour time span). Likewise, the number of fatalities that occurred between Midnight (12:00 AM) and 3:59 AM on Saturday and Sunday also nearly equaled the total for the other five days of the week (61 and 66, respectively). The hours between 9:00 PM to 11:59 PM, and 12:00 AM to 3:59 AM are historically time periods that account for the greatest number of single vehicle nighttime crashes, as well as alcohol-impaired crashes. Combining these two peak crash time periods and comparing with the previous year's data revealed that there was a 9.3 percent reduction in the number of fatalities (129 to 117), which was less than the overall 13 percent reduction achieved across all time periods for the State (1,021 fatalities in 1999 to 888 in 2000).

With regard to day of the week, during 1999, Sundays had a much higher incidence of fatalities at 198, compared to the 127 Sunday fatalities in 2000, 125 in 1997 and 130 in 1998. Overall, the greatest decreases by day of the week from 1999 to 2000 were observed on Sundays (71 less fatalities) and Fridays (36 less fatalities). In 2000, the number of Friday through Sunday fatalities contributed to most of the progress made in reducing traffic-related deaths as Friday through Sunday fatalities were reduced by 20.6 percent over 1999. This statistic differs slightly from the weekday/weekend results in that the weekend period is defined as 6:00 PM Friday through 5:59 AM Monday, whereas these data include all fatalities occurring as of 12:00 AM Friday through 11:59 PM Sunday.

Table 10. Fatalities by Time of Day and Day of Week, 2000

Time	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
Midnight - 12:59 AM	7	1	5	5	4	4	5	31
1:00 AM - 01:59 AM	8	2	2	3	8	2	8	33
2:00 AM - 02:59 AM	6	4	8	3	5	5	7	38
3:00 AM - 03:59 AM	10	0	1	3	0	1	10	25
4:00 AM - 04:59 AM	3	2	1	3	0	0	6	15
5:00 AM - 05:59 AM	2	0	6	1	6	2	1	18
6:00 AM - 06:59 AM	6	1	4	7	4	5	4	31
7:00 AM - 07:59 AM	3	3	2	2	0	6	3	19
8:00 AM - 08:59 AM	3	2	4	4	2	2	4	21
9:00 AM - 09:59 AM	5	4	3	2	5	4	6	29
10:00 AM - 10:59 AM	4	6	4	2	6	6	11	39
11:00 AM - 11:59 AM	6	8	4	8	7	13	5	51
Noon - 12:59 PM	12	9	9	1	7	4	3	45
1:00 PM - 01:59 PM	5	5	6	8	15	7	6	52
2:00 PM - 02:59 PM	5	1	10	5	12	6	6	45
3:00 PM - 03:59 PM	5	13	8	8	5	8	6	53
4:00 PM - 04:59 PM	7	8	7	9	5	8	7	51
5:00 PM - 05:59 PM	4	10	5	3	7	3	9	41
6:00 PM - 06:59 PM	5	7	3	6	10	15	5	51
7:00 PM - 07:59 PM	3	5	6	5	5	9	8	41
8:00 PM - 08:59 PM	5	3	4	5	3	5	4	29
9:00 PM - 09:59 PM	0	4	5	6	5	10	9	39
10:00 PM - 10:59 PM	4	5	3	5	3	7	8	35
11:00 PM - 11:59 PM	6	1	4	4	5	11	11	42
Unknown	3	3	0	0	3	3	2	14
Total	127	107	114	108	132	146	154	888

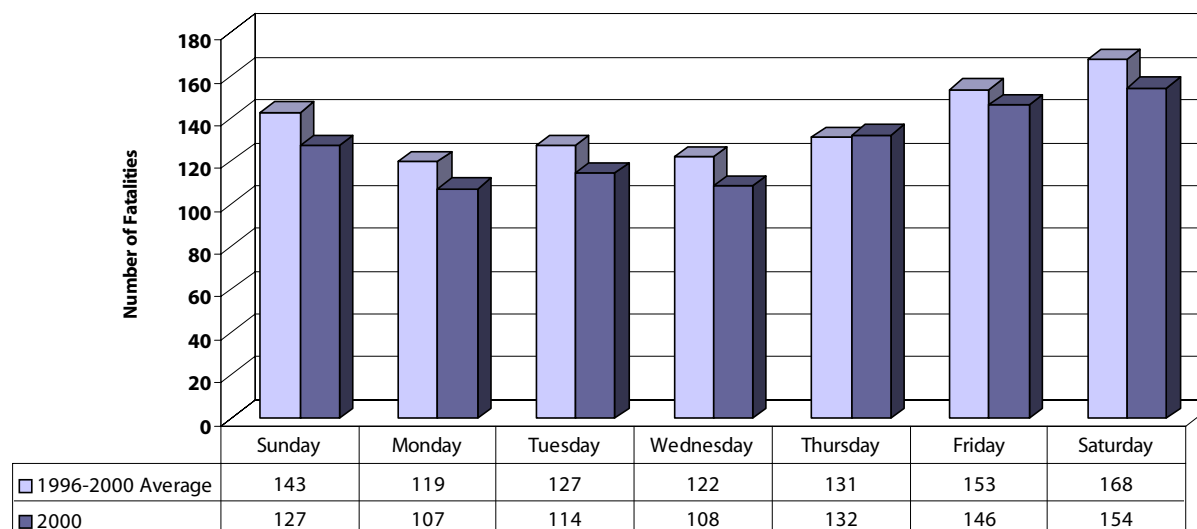
Figure 18. Fatalities by Time of Day and Day of Week, 2000



Note: Unknowns are excluded.

- Peak times for traffic-related deaths were on Fridays from 6:00 AM through 11:59 AM, and Monday, Tuesday, and Thursday from 6:00 PM through 11:59 PM.

Figure 19. Fatalities by Day of Week, 2000

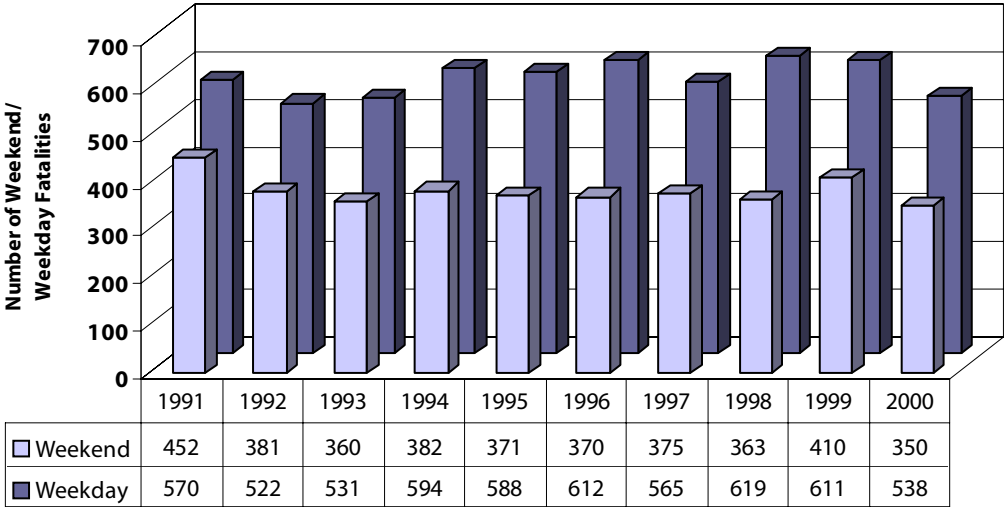


- Friday, Saturday and Sunday, collectively, had 111 fewer fatalities than the same days in 1999.

state outcome data summary

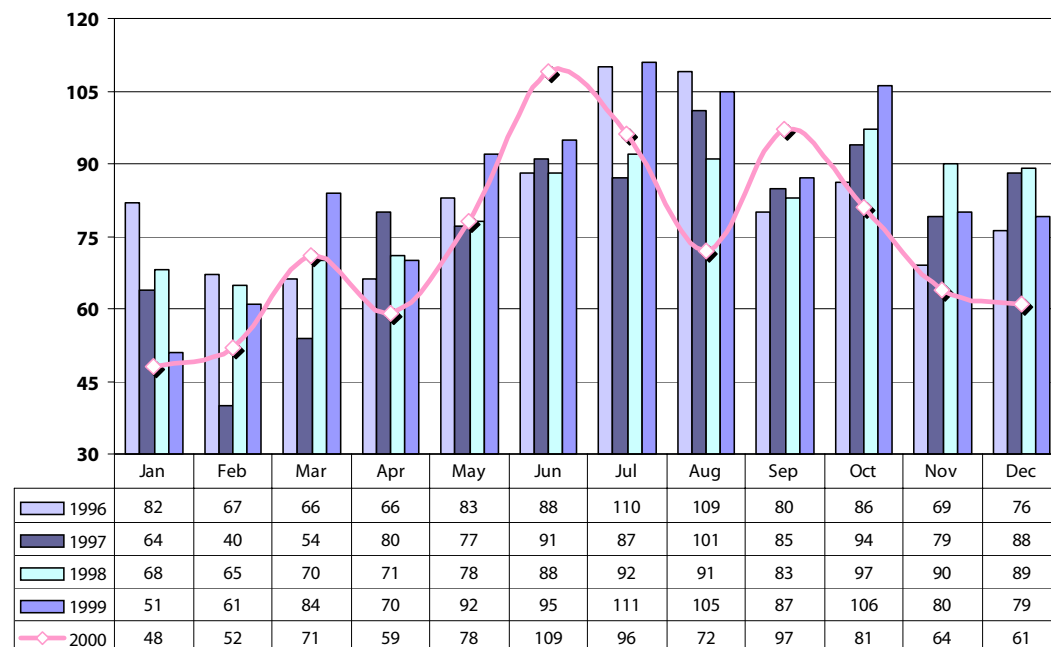
- *The year 2000 recorded the fewest number of weekend fatalities in the last ten years.*
- *Reductions in the number of fatalities versus 1999 were fairly equally distributed across weekdays and weekends.*

Figure 20. Fatalities by Weekday/Weekend and Year, 1991–2000



See Glossary for definitions of weekend and weekday.

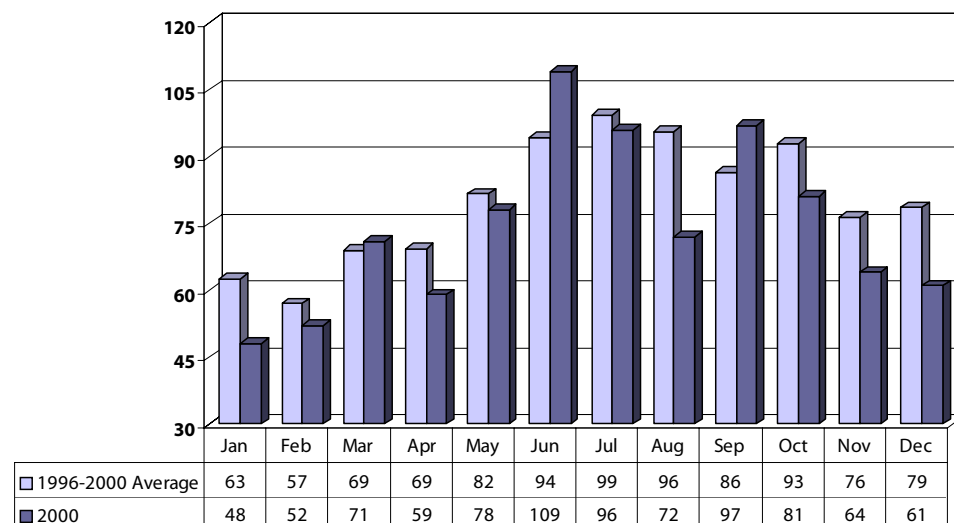
Figure 21. Fatalities by Month and Year, 1996–2000



Overall, Indiana experienced a similar distribution of traffic-related fatalities by month of the year in 2000 as compared with previous years. What is notable is that for six of the months in 2000 (including the last three months of the year), the number of documented fatalities per month achieved five-year record lows.

- *January through June of 2000 had 36 fewer fatalities than the same months in 1999.*
- *July through December of 2000 had 97 fewer fatalities than the same months in 1999.*

Figure 22. Fatalities by Month, 2000



- *All but three months in 2000 (March, June and September) recorded fewer fatalities than the five-year average for the same months.*

state outcome data summary

The economic cost of a crash is determined using an estimated dollar value (provided by NHTSA) for each vehicle, each personal injury, and each fatality that occurs as a result of a crash. The dollar values are adjusted annually for inflation so that when comparing 1991 to 2000, no additional monetary adjustments are needed. Therefore, year-to-year comparisons can be made and the result of actual dollar cost differences are solely due to the number of crashes and related severity. By using these estimates, state representatives and agencies are better able to assess the true economic impact of highway crashes imposed upon their state each year. For 2000, the estimated (average) amount of property damage sustained by each vehicle was \$1,786; each personal injury incurred estimated losses of \$17,053; and each fatality amounted to \$838,287.

- *The estimated economic loss as a result of Indiana highway crashes in 2000 was nearly 2½ billion dollars. This represented a decrease of nearly \$140 million from 1999.*

Table 11. Total Economic Loss (In Millions of 2000 Dollars) by Year and Locale, 1991–2000

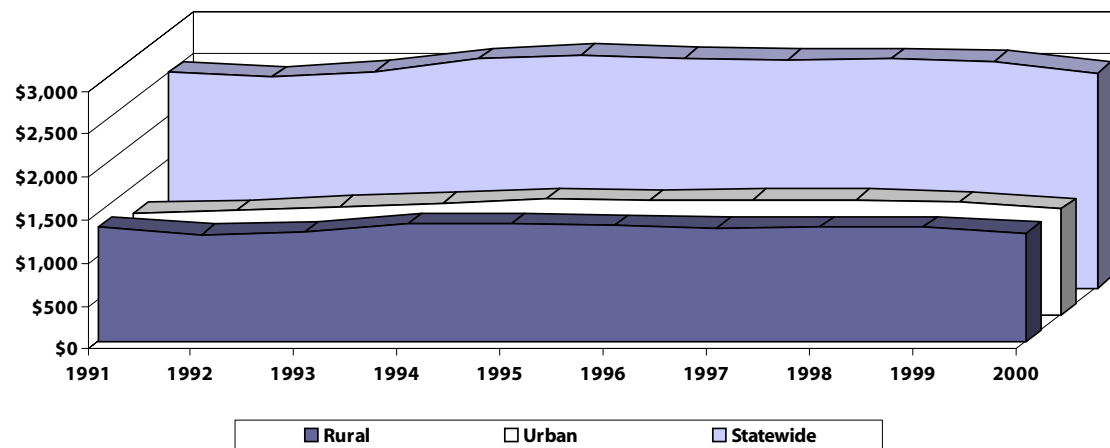
Year	Rural		Urban		Statewide
	Dollars	Percent	Dollars	Percent	
1991	\$1,328	53.0%	\$1,177	47.0%	\$2,504
1992	\$1,238	50.5%	\$1,214	49.5%	\$2,451
1993	\$1,266	50.2%	\$1,254	49.8%	\$2,520
1994	\$1,364	51.3%	\$1,294	48.7%	\$2,657
1995	\$1,365	50.5%	\$1,341	49.5%	\$2,706
1996	\$1,349	50.4%	\$1,326	49.6%	\$2,675
1997	\$1,316	49.6%	\$1,338	50.4%	\$2,654
1998	\$1,330	49.9%	\$1,335	50.1%	\$2,664
1999	\$1,329	50.5%	\$1,305	49.5%	\$2,634
2000	\$1,262	50.6%	\$1,234	49.4%	\$2,496

Note: Total Economic Loss is the total socioeconomic cost estimated using the NHTSA crash model.

1994 and 1995 numbers are corrected for misclassified private property crashes. For an explanation, see "Private Property Data" in the Glossary.

All economic loss is expressed in millions of 2000 dollars so no adjustment for inflation is needed.

Figure 23. Total Economic Loss (in Millions of 2000 Dollars) by Year and Locale, 1991–2000



Economic losses in rural areas are heavily influenced by the higher number of fatalities, while urban economic losses are heavily influenced by property damage and personal injury crashes.

- *The dollar amount of economic losses continues a historical pattern of being fairly equally divided between rural and urban areas.*

Table 12. Total Economic Loss (in Millions of 2000 Dollars) by Severity and Locale, 1991–2000

Year	Rural			Urban			Total		
	Fatalities	Injuries	Vehicles in PD Crashes	Fatalities	Injuries	Vehicles in PD Crashes	Fatalities	Injuries	Vehicles in PD Crashes
1991	\$657.2	\$520.0	\$150.4	\$199.5	\$661.4	\$315.9	\$856.7	\$1,181.4	\$466.3
1992	\$554.9	\$533.2	\$149.5	\$202.0	\$698.4	\$313.3	\$757.0	\$1,231.6	\$462.8
1993	\$562.5	\$546.5	\$156.9	\$184.4	\$742.9	\$326.7	\$746.9	\$1,289.4	\$483.6
1994	\$627.0	\$569.4	\$167.5	\$191.1	\$762.5	\$339.9	\$818.2	\$1,331.9	\$507.3
1995	\$595.2	\$592.7	\$177.5	\$208.7	\$782.3	\$350.0	\$803.9	\$1,375.0	\$527.5
1996	\$611.1	\$560.6	\$177.3	\$212.1	\$758.3	\$356.0	\$823.2	\$1,318.9	\$533.3
1997	\$578.4	\$564.0	\$173.7	\$209.6	\$770.6	\$357.8	\$788.0	\$1,334.6	\$531.5
1998	\$621.2	\$539.8	\$168.6	\$202.0	\$775.6	\$357.3	\$823.2	\$1,315.4	\$525.8
1999	\$637.9	\$517.3	\$174.0	\$218.0	\$725.6	\$361.5	\$855.9	\$1,242.9	\$535.5
2000	\$576.7	\$505.5	\$180.2	\$167.7	\$699.8	\$366.1	\$744.4	\$1,205.3	\$546.2

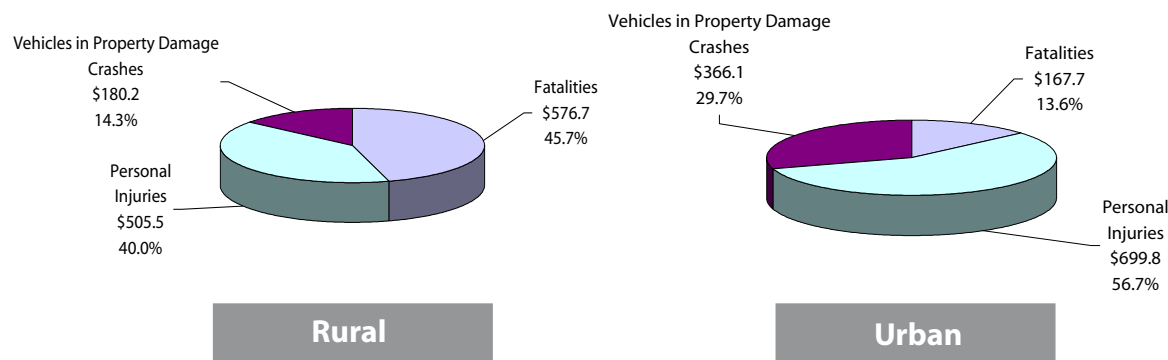
Note: Total Economic Loss is the total socioeconomic cost estimated using the NHTSA crash cost model.

All economic loss is expressed in millions of 2000 dollars so no adjustment for inflation is needed.

Legend: PD=Property Damage

- Both rural and urban areas showed a substantial reduction in the economic losses associated with personal injury and fatal crashes when comparing 1999 to 2000.
- Economic losses associated with property damage crashes increased by 2 percent versus 1999, consistent with the increase in the number of registered vehicles and vehicle miles traveled.

Figure 24. Total Economic Loss (in Millions of 2000 Dollars) by Severity and Locale, 2000



- Despite the large decrease in the number of traffic deaths in 2000, economic losses as the result of a fatality represented nearly 50 percent of the total losses in rural areas.
- Personal injuries are the largest factor (nearly 57 percent) in estimating crash-related economic losses in urban locales.

Crashes

TOPICS

Crashes by Contributing Circumstance
Crashes by Light, Road or Weather Conditions
Crashes by Time of Incident
Crashes by Location Type
Crashes by Locale (Rural/Urban)

Chapter 3 of *Crash Facts* focuses on the events associated with the crash. Where did it happen? When did it happen? What caused it to happen? What were the outcomes of the crash as measured by the severity of the injuries (fatality or seriousness of injuries) and/or property damage?

Categories of Crashes: Crashes are categorized into three classes: fatal, where at least one person's life was lost as a result of the crash; personal injury, where at least one person was injured in the crash; and the most frequent occurrence, crashes where there were no deaths or injuries, but there was property damage. Indiana state law requires that any crash with estimated damages in excess of \$750.00 be reported with a crash form completed and forwarded to the Indiana State Police.

Crashes occur when a vehicle strikes another object (another vehicle, a fixed object [such as a tree], or a person/cyclist). This type of crash is referred to as a "collision." A crash can also occur when, for example, a vehicle runs off the road, and while the vehicle may not strike any object, a fatality, injury, or property damage (greater than \$750.00) results. This type of crash is described as a "non-collision."

Contributing Circumstance: For any crash, the investigating officer determines a primary cause for the crash. A primary cause can be attributed to the driver, the vehicle (*i.e.*, mechanical failure), or the environment (*i.e.*, weather and road conditions). These primary causes, as they are presented in this chapter, are further separated into categories—when only one vehicle was involved in the crash and when multiple vehicles were involved. As these tables are reviewed (15 and 16), the distribution and primary causes of crashes differ vastly. For example, *Animals on Roadway* was a contributor to 17.9 percent of the single-vehicle crashes and only 0.1 percent of crashes that involved multiple vehicles.

Fatal Crashes: While the total number of crashes increased by 1.6 percent (to 220,883 crashes in 2000), fatal crashes (795 in 2000) decreased by 10.9 percent, a

substantial improvement over the 892 fatal crashes of 1999 which represented one of the highest number of fatal crashes in recent history. Other statistics that are noteworthy in the chapter include that nearly 42 percent of fatal crashes involved speed, failure to yield and driving left of center (Table 13). Overall, more than 20 percent of all crashes were caused by *Driver Inattention*.

Hit-and-Run: Hit-and-run crashes accounted for 8.1 percent of all crashes, for a total of 17,870 crashes in 2000. While the total number of crashes has remained relatively unchanged over the last four years, hit-and-run crashes have increased by 5.7 percent during this time period.

Single vs. Multiple-Vehicle Crashes: The inexperience of the younger driver is illustrated in Table 15a by the higher percentage of single-vehicle crashes caused by their inattention (26.8 percent). A similar pattern of overrepresentation is noted for drivers over the age of 65, but for very different reasons (decreased visual acuity, slowed reaction time). With multiple-vehicle crashes, a similar pattern to single-vehicle crashes is also seen for both the younger and the older driver. Not surprising, *Failure to Yield* and *Following Too Closely* are more dominant in multiple-vehicle crashes. Table 16 (a and b) shows similar categories but as a percentage of licensed drivers in each age category. Rather than focusing on the actual numbers, the boxed areas identify over-represented areas and potential causes for concern.

Day and Time of Day: While most crashes occurred on weekdays and between the hours of 3:00 PM and 5:59 PM (evening rush hour), the most serious crashes were over-represented during the hours of midnight to 2:59 AM and on the weekend, again, traditionally the lightest traffic time periods.

Road and Traffic Controls: Most fatal crashes in 2000 occurred on county (32.8 percent) and state roads (25.5 percent), while 49.3 percent of all crashes happened on city streets where heavier traffic occurs. Seven out of ten fatal crashes involved a two or more vehicle

collision on the roadway, or a single vehicle that ran off the roadway.

Rural/Urban: The large reduction in fatal crashes from 1999 was fairly equally distributed between urban (51 fewer) and rural areas (46 fewer). However, historically, approximately three out of four fatal crashes occur in rural areas. With the overall reduction seen in 2000, the ratio of rural to urban fatal crashes increased from 2.70 in 1999, to 3.18 fatal rural crashes to one fatal urban crash in 2000. Urban areas are the primary location of both personal injury (59 percent) and property damage (61.5 percent) crashes.

Other Factors: Factors such as daylight versus nighttime, road conditions (such as wet road) and weather conditions are evaluated in Tables 17–19 and Figures 25–27. Most of the serious crashes occurred during the daytime, on dry roads and on clear or cloudy days. Crash severity decreased as weather and road conditions deteriorated—people were more cautious in adverse weather and road conditions. In 2000, 55 percent of fatal crashes occurred during daylight hours. This implies that 45 percent of fatal crashes occurred at night, generally during lighter traffic time periods. Seventy-nine percent of fatal crashes occurred on dry roads. Eighty-five percent of fatal crashes occurred on clear or cloudy days. Mechanical failure of vehicles (from Table 13) accounted for only one fatal crash in 2000 (0.1 percent of the 795 fatal crashes). This leaves the driver, his or her actions and the environment responsible for 794 out of the 795 fatal crashes in 2000.

crashes

The *Primary Contributing* and *Vehicle Contributing Circumstance(s)* of the crash are determined by the investigating officer to describe the most likely causes of the crash. This same cause is also assigned to at least one of the vehicles involved in the crash. Factors that are within the control of the driver, such as *Left of Center*, *Unsafe Speed*, *Failure to Yield* and *Driver Inattention* are the leading causes of serious injury and fatal crashes. The grouping of contributing circumstance codes used for these tables is found in the Glossary (Page 161). One out of five crashes is attributed to *Driver Inattention*, but these crashes tend to be less serious crashes (such as property damage). *Failure to Yield* is listed as the second leading cause of all crashes, behind *Driver Inattention*. The contributing circumstance *Alcoholic Beverages* approximately doubles as the severity of the crash increases from 1.6 percent of the property damage crashes to 4.2 percent of the personal injury crashes, and, finally, to 8.2 percent of the fatal crashes, consistent with earlier years' results. However, the 8.2 percent represents only about one-third of the alcohol-involved fatal crashes as reported by Indiana annually, and, approximately, only one in four as estimated by the National Highway Traffic Safety Administration (NHTSA).

- ***A combination of Unsafe Speed, Failure to Yield and Left of Center are associated with greater than 40 percent of the fatal crashes.***
- ***Overall, more than 20 percent of all crashes are caused by Driver Inattention.***

Table 13. Crashes by Primary Contributing Circumstance and Severity, 2000

Primary Contributing Circumstance	Fatal Crashes	% of Fatal	PI Crashes	% of PI	PD Crashes	% of PD	All Crashes	% of All
Unsafe Speed	120	15.1%	3,157	6.5%	7,437	4.3%	10,714	4.9%
Failure to Yield	105	13.2%	9,267	19.1%	19,994	11.6%	29,366	13.3%
Disregarded Signal/Sign	75	9.4%	3,232	6.7%	4,507	2.6%	7,814	3.5%
Left of Center	105	13.2%	1,142	2.4%	2,203	1.3%	3,450	1.6%
Improper Passing	11	1.4%	347	0.7%	1,772	1.0%	2,130	1.0%
Following Too Closely	5	0.6%	3,625	7.5%	12,235	7.1%	15,865	7.2%
Improper Turning	7	0.9%	599	1.2%	3,417	2.0%	4,023	1.8%
Alcoholic Beverages	65	8.2%	2,041	4.2%	2,748	1.6%	4,854	2.2%
Driver Asleep	21	2.6%	909	1.9%	1,285	0.7%	2,215	1.0%
Driver Inattention	87	10.9%	10,406	21.5%	35,509	20.7%	46,002	20.8%
Other Improper Driving	28	3.5%	1,560	3.2%	9,257	5.4%	10,845	4.9%
Mechanical Failure	1	0.1%	803	1.7%	2,831	1.6%	3,635	1.6%
Animals on Roadway	9	1.1%	979	2.0%	13,216	7.7%	14,204	6.4%
Roadway Factors	6	0.8%	213	0.4%	589	0.3%	808	0.4%
Material on Surface (Weather)	20	2.5%	2,765	5.7%	11,327	6.6%	14,112	6.4%
Other	94	11.8%	4,161	8.6%	11,225	6.5%	15,480	7.0%
Blank/Unknown	36	4.5%	3,187	6.6%	32,143	18.7%	35,366	16.0%
Total Crashes	795		48,393		171,695		220,883	

Legend: PI=Personal Injury; PD=Property Damage

Table 14. Crashes by Primary Contributing Circumstance and Crash Type, 2000

Primary Contributing Circumstance	Hit-and-Run		Collision		Overturned		Non-Collision		Unknown		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Unsafe Speed	911	5.1%	8,544	5.2%	1,060	18.5%	131	7.8%	68	0.2%	10,714	4.9%
Failure to Yield	1,571	8.8%	27,534	16.8%	150	2.6%	31	1.8%	80	0.3%	29,366	13.3%
Disregarded Signal/Sign	799	4.5%	6,916	4.2%	69	1.2%	6	0.4%	24	0.1%	7,814	3.5%
Left of Center	683	3.8%	2,618	1.6%	98	1.7%	22	1.3%	29	0.1%	3,450	1.6%
Improper Passing	344	1.9%	1,736	1.1%	37	0.6%	6	0.4%	7	0.0%	2,130	1.0%
Following Too Closely	1,099	6.1%	14,693	8.9%	36	0.6%	12	0.7%	25	0.1%	15,865	7.2%
Improper Turning	447	2.5%	3,522	2.1%	25	0.4%	12	0.7%	17	0.1%	4,023	1.8%
Alcoholic Beverages	1,039	5.8%	3,311	2.0%	397	6.9%	54	3.2%	53	0.2%	4,854	2.2%
Driver Asleep	79	0.4%	1,819	1.1%	275	4.8%	23	1.4%	19	0.1%	2,215	1.0%
Driver Inattention	3,134	17.5%	41,322	25.1%	1,099	19.2%	211	12.5%	236	0.8%	46,002	20.8%
Other Improper Driving	1,871	10.5%	8,710	5.3%	167	2.9%	40	2.4%	57	0.2%	10,845	4.9%
Mechanical Failure	117	0.7%	2,909	1.8%	185	3.2%	318	18.8%	106	0.3%	3,635	1.6%
Animals on Roadway	59	0.3%	13,580	8.3%	347	6.1%	94	5.6%	124	0.4%	14,204	6.4%
Roadway Factors	16	0.1%	609	0.4%	103	1.8%	51	3.0%	29	0.1%	808	0.4%
Material on Surface (Weather)	358	2.0%	12,352	7.5%	1,021	17.9%	222	13.1%	159	0.5%	14,112	6.4%
Other	1,832	10.3%	12,433	7.6%	563	9.8%	432	25.6%	220	0.7%	15,480	7.0%
Blank/Unknown	3,511	19.6%	1,712	1.0%	87	1.5%	25	1.5%	30,031	96.0%	35,366	16.0%
Total Crashes	17,870	8.1%	164,320	74.4%	5,719	2.6%	1,690	0.8%	31,284	14.2%	220,883	100.0%

Note: Non-collision is a crash that does not involve a collision with another motor vehicle, other property, or a pedestrian.

Types of non-collision crashes include: explosion or fire in vehicle, rollover, immersion, vehicle struck by flying object, etc.

Table 14 compares the different types of crashes with the *Primary Contributing Circumstance* (the primary cause of the crash). Crashes are classified as a *Hit-and-Run* when at least one of the involved vehicles leaves the scene of the crash, even if the vehicle(s) are later identified with the crash. If the crash involved a vehicle hitting another vehicle, an object (such as a tree or sign), or a person, the crash is classified as a *Collision*. If the vehicle struck no objects or people and was involved in a rollover, the crash is classified as *Overturned*. All other known-cause crashes are classified as a *Non-Collision*.

- *While the number of crashes over the past five years has been relatively flat, the number of Hit-and-Run crashes has increased by 9.2 percent.*
- *Driver Inattention continues to be the #1 cause of collision crashes (crash with another vehicle)—1 out of 4 crashes.*
- *The combined factors of Material on Surface and Unsafe Speed contribute to more than 1 out of 3 rollover (overturned) crashes.*

Table 15a. Vehicular Contributing Circumstance Rates per Drivers in Crashes by Driver Age: Single-Vehicle Crashes, 2000

Vehicular Contributing Circumstances	Driver Age									All Drivers
	<21	21-24	25-34	35-44	45-54	55-64	65-74	75+	UNK	
Unsafe Speed	16.8%	14.9%	11.3%	8.1%	6.6%	5.3%	4.2%	3.3%	5.4%	10.5%
Failure to Yield	0.5%	0.6%	0.5%	0.6%	0.5%	0.7%	1.0%	1.8%	0.7%	0.6%
Disregarded Signal/Sign	0.5%	0.7%	0.5%	0.5%	0.4%	0.2%	0.5%	0.5%	0.5%	0.5%
Left of Center	1.9%	2.0%	1.6%	1.3%	1.2%	1.1%	1.3%	1.6%	2.7%	1.7%
Improper Passing	0.4%	0.4%	0.3%	0.2%	0.2%	0.4%	0.4%	0.5%	0.4%	0.3%
Following Too Closely	0.3%	0.5%	0.4%	0.4%	0.4%	0.3%	0.2%	0.3%	0.1%	0.4%
Improper Turning	1.0%	1.0%	1.0%	1.0%	1.0%	1.2%	1.0%	1.4%	1.6%	1.1%
Alcoholic Beverages	3.8%	11.3%	8.5%	8.6%	5.5%	3.3%	2.9%	1.0%	1.8%	6.3%
Driver Asleep	3.2%	3.8%	2.7%	2.2%	2.2%	2.4%	3.3%	3.8%	0.1%	2.6%
Driver Inattention	26.8%	21.2%	19.3%	18.5%	16.7%	19.3%	24.5%	33.2%	17.3%	20.9%
Other Improper Driving	4.4%	5.2%	5.6%	6.2%	6.3%	6.9%	9.5%	13.8%	9.7%	6.2%
Mechanical Failure	3.0%	2.7%	2.8%	2.5%	2.7%	2.6%	2.5%	3.1%	0.4%	2.6%
Animals on Roadway	13.8%	15.2%	19.9%	23.6%	26.4%	25.9%	19.4%	10.0%	0.6%	17.9%
Roadway Factors	1.8%	1.1%	1.1%	1.2%	1.3%	1.1%	0.7%	1.2%	0.1%	1.2%
Material on Surface (Weather)	22.1%	20.8%	18.5%	15.8%	14.1%	12.6%	10.4%	8.7%	2.5%	16.3%
Other	10.2%	10.1%	10.7%	10.3%	10.0%	11.0%	12.2%	12.8%	10.1%	10.4%
Total Drivers in Crashes	15,172	8,081	14,254	12,562	8,579	4,445	2,284	1,465	6,681	73,523

Notes: Boxes identify areas where there is an over-representation.

Drivers of parked vehicles excluded.

Legend: UNK=Unknown

Note: Total column percentages may not equal 100%. More than one contributing circumstance can be cited per crash.

- **Unsafe Speed is a very evident crash-causing factor with young drivers (age 24 and under).**
- **Slightly more than 1 out of 3 single-vehicle crashes are caused by Animals on Roadway or Material on Surface (Weather). These causes drop to 4.3 percent of the crashes when multiple vehicles are involved.**

Table 15 distributes the *Vehicle Contributing Circumstance* by the age of the driver and converts it to a percentage based upon the number of drivers involved in a crash in that age category. Table 15a addresses single-vehicle crashes, while Table 15b addresses multiple-vehicle crashes. Some caution should be exercised when reviewing the results of both Table 15 and Table 16. Crash reports that are entered in the database include both those that are investigated by an officer and those that are not. For those crashes that are not investigated by a law enforcement officer, the only data that is obtained is from the driver's self-report, which is significantly limited. The driver's report does not contain any information on the contributing cause of the crash, and as a result, in these tables (15 and 16), the contributing cause is counted as blank. These blanks are excluded from these tables. Additionally, the officers' reports can also assign up to two contributing circumstances to a vehicle. To best interpret this table, look for over-represented areas (over-represented areas are boxed in the tables). For example, *Unsafe Speed* was determined to be the contributing circumstance for 16.8 percent of the single-vehicle crashes involving a younger driver (under the age of 21). When looking at all drivers, *Unsafe Speed* was listed as the contributing factor in only 10.5 percent of single-vehicle crashes. The difference between the 10.5 percent for all drivers and the 16.8 percent for younger drivers is considered to be an over-representation of the involvement of younger drivers. *Driver Inattention* is over-represented for both the younger (less than 21 years old) and older drivers (65 and older), but the causes are significantly different. Inexperience is considered a major contributing factor for the younger driver, while slower reaction time, and perhaps limited vision, can be categorized as *Driver Inattention* on the part of the older driver. The older driver appears to also be over-represented in the *Other Improper Driving* category, possibly the result of how the investigating officer evaluated the crash.

Table 15b. Vehicular Contributing Circumstance Rates per Drivers in Crashes by Driver Age: Multiple-Vehicle Crashes, 2000

Vehicular Contributing Circumstances	Driver Age								All	
	<21	21-24	25-34	35-44	45-54	55-64	65-74	75+	UNK	Drivers
Unsafe Speed	3.3%	2.9%	2.2%	1.8%	1.4%	1.2%	0.8%	0.8%	1.4%	2.0%
Failure to Yield	14.7%	11.6%	9.7%	8.7%	9.3%	10.8%	15.4%	22.6%	4.6%	10.9%
Disregarded Signal/Sign	3.3%	3.3%	2.8%	2.3%	2.2%	2.5%	3.6%	5.0%	2.3%	2.8%
Left of Center	1.6%	1.3%	1.2%	1.1%	0.9%	0.9%	0.8%	1.2%	1.4%	1.2%
Improper Passing	1.0%	0.8%	0.8%	0.8%	0.7%	0.6%	0.6%	0.6%	1.0%	0.8%
Following Too Closely	8.9%	8.1%	7.0%	6.3%	5.0%	4.4%	4.1%	3.8%	3.3%	6.3%
Improper Turning	1.8%	1.6%	1.4%	1.4%	1.5%	1.4%	1.9%	2.3%	1.1%	1.5%
Alcoholic Beverages	0.5%	1.3%	1.4%	1.8%	1.2%	0.8%	0.6%	0.4%	0.3%	1.1%
Driver Asleep	0.3%	0.3%	0.2%	0.2%	0.2%	0.2%	0.2%	0.2%	0.1%	0.2%
Driver Inattention	26.7%	21.2%	19.0%	17.3%	16.7%	17.8%	20.6%	28.3%	7.0%	19.4%
Other Improper Driving	2.7%	2.9%	3.1%	3.1%	3.1%	3.2%	3.2%	3.6%	3.2%	3.0%
Mechanical Failure	1.2%	1.0%	0.9%	0.8%	0.7%	0.6%	0.5%	0.5%	0.5%	0.8%
Animals on Roadway	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.0%	0.1%
Roadway Factors	0.2%	0.2%	0.1%	0.2%	0.2%	0.2%	0.1%	0.2%	0.1%	0.2%
Material on Surface (Weather)	6.0%	5.5%	4.7%	4.1%	3.7%	3.3%	2.4%	2.0%	0.9%	4.2%
Other	5.3%	4.9%	4.8%	4.6%	4.4%	4.7%	4.9%	4.9%	1.9%	4.6%
Total Drivers in Crashes	51,586	29,813	57,895	55,037	39,918	22,540	13,887	10,003	21,768	302,447

Notes: Boxes identify areas where there is an over-representation.

Drivers of parked vehicles excluded.

Legend: UNK=Unknown

Note: Total column percentages may not equal 100%. More than one contributing circumstance can be cited per crash.

- *The high crash involvement rates noted among older drivers (65+ years old) may reflect a slower reaction time for this group of drivers.*
- *Driver Inattention and Failure to Yield are the leading crash contributing circumstances cited against both the younger driver (under 21 years old) and the older driver (65+ years old) involved in multiple-vehicle crashes.*

Table 16a. Vehicular Contributing Circumstance Rates per Licensed Drivers by Age: Single-Vehicle Crashes, 2000

Vehicular Contributing Circumstances	Driver Age								All Drivers
	<21	21-24	25-34	35-44	45-54	55-64	65-74	75+	
Unsafe Speed	0.83%	0.44%	0.23%	0.12%	0.07%	0.05%	0.03%	0.02%	0.19%
Failure to Yield	0.02%	0.02%	0.01%	0.01%	0.01%	0.01%	0.01%	0.01%	0.01%
Disregarded Signal/Sign	0.02%	0.02%	0.01%	0.01%	0.00%	0.00%	0.00%	0.00%	0.01%
Left of Center	0.10%	0.06%	0.03%	0.02%	0.01%	0.01%	0.01%	0.01%	0.03%
Improper Passing	0.02%	0.01%	0.01%	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%
Following Too Closely	0.02%	0.02%	0.01%	0.01%	0.00%	0.00%	0.00%	0.00%	0.01%
Improper Turning	0.05%	0.03%	0.02%	0.02%	0.01%	0.01%	0.01%	0.01%	0.02%
Alcoholic Beverages	0.19%	0.34%	0.17%	0.13%	0.06%	0.03%	0.02%	0.01%	0.12%
Driver Asleep	0.16%	0.11%	0.05%	0.03%	0.02%	0.02%	0.02%	0.03%	0.05%
Driver Inattention	1.32%	0.63%	0.39%	0.27%	0.19%	0.17%	0.16%	0.23%	0.39%
Other Improper Driving	0.22%	0.16%	0.11%	0.09%	0.07%	0.06%	0.06%	0.09%	0.12%
Mechanical Failure	0.15%	0.08%	0.06%	0.04%	0.03%	0.02%	0.02%	0.02%	0.05%
Animals on Roadway	0.68%	0.46%	0.40%	0.34%	0.30%	0.24%	0.13%	0.07%	0.33%
Roadway Factors	0.09%	0.03%	0.02%	0.02%	0.02%	0.01%	0.00%	0.01%	0.02%
Material on Surface (Weather)	1.09%	0.62%	0.37%	0.23%	0.16%	0.11%	0.07%	0.06%	0.30%
Other	0.50%	0.30%	0.22%	0.15%	0.11%	0.10%	0.08%	0.09%	0.19%
Total Licensed Drivers	307,901	270,353	707,891	861,425	755,240	489,399	345,981	216,256	3,954,446

Boxes identify areas where there is an over-representation.

Drivers of parked vehicles excluded.

Total column percentages may not equal 100%. More than one contributing circumstance can be cited per crash.

Note: Licensed Driver information estimated from 1999 driver totals.

Table 16 differs from table 15 by calculating the percentages based upon the number of licensed drivers in each age grouping. The Indiana Bureau of Motor Vehicles provides the number of licensed drivers in each age category. The younger age driver categories (less than 21 and 21–24 years old) are over-represented in most crash circumstances. While the less than 21-year-old age group is not substantially over-represented in the circumstance *Alcoholic Beverages* prior to their crash, this age group legally cannot drink any amount of alcohol (any blood alcohol content 0.02 or higher is considered impaired).

When the two tables are compared, young drivers are over-represented in many of the more serious crash-contributing-circumstance areas, not only as a percentage of all drivers involved in either single or multiple-vehicle crashes (Table 15), but as a percentage of their age group of licensed drivers (Table 16). As a comparison, older drivers are over-represented in crashes attributed to *Driver Inattention* and *Other Improper Driving*, as compared to all drivers involved in crashes. However, as compared to their age group of licensed drivers (Table 16), this age group of drivers is not over-represented.

- *The under 21-year-old driver age group is as involved in single-vehicle alcohol-related crashes as the 25–34-year-old age group of drivers.*

Table 16b. Vehicular Contributing Circumstance Rates per Licensed Drivers by Age: Multiple-Vehicle Crashes, 2000

Vehicular Contributing Circumstances	Driver Age								All Drivers
	<21	21-24	25-34	35-44	45-54	55-64	65-74	75+	
Unsafe Speed	0.56%	0.32%	0.18%	0.11%	0.07%	0.05%	0.03%	0.04%	0.16%
Failure to Yield	2.46%	1.28%	0.80%	0.56%	0.49%	0.50%	0.62%	1.04%	0.84%
Disregarded Signal/Sign	0.55%	0.36%	0.23%	0.15%	0.12%	0.12%	0.15%	0.23%	0.22%
Left of Center	0.27%	0.14%	0.09%	0.07%	0.05%	0.04%	0.03%	0.06%	0.09%
Improper Passing	0.16%	0.09%	0.06%	0.05%	0.03%	0.03%	0.02%	0.03%	0.06%
Following Too Closely	1.49%	0.89%	0.57%	0.40%	0.26%	0.20%	0.17%	0.18%	0.48%
Improper Turning	0.29%	0.17%	0.12%	0.09%	0.08%	0.07%	0.08%	0.10%	0.12%
Alcoholic Beverages	0.09%	0.14%	0.12%	0.12%	0.06%	0.04%	0.02%	0.02%	0.08%
Driver Asleep	0.05%	0.03%	0.02%	0.01%	0.01%	0.01%	0.01%	0.01%	0.02%
Driver Inattention	4.48%	2.34%	1.55%	1.11%	0.88%	0.82%	0.83%	1.31%	1.48%
Other Improper Driving	0.44%	0.32%	0.25%	0.20%	0.16%	0.15%	0.13%	0.17%	0.23%
Mechanical Failure	0.21%	0.11%	0.07%	0.05%	0.04%	0.03%	0.02%	0.02%	0.06%
Animals on Roadway	0.02%	0.01%	0.01%	0.01%	0.01%	0.00%	0.00%	0.00%	0.01%
Roadway Factors	0.03%	0.02%	0.01%	0.01%	0.01%	0.01%	0.00%	0.01%	0.01%
Material on Surface (Weather)	1.00%	0.60%	0.38%	0.26%	0.19%	0.15%	0.10%	0.09%	0.32%
Other	0.89%	0.54%	0.39%	0.29%	0.23%	0.21%	0.20%	0.23%	0.35%
Total Licensed Drivers	307,901	270,353	707,891	861,425	755,240	489,399	345,981	216,256	3,954,446

Boxes identify areas where there is an over-representation.

Drivers of parked vehicles excluded.

Total column percentages may not equal 100%. More than one contributing circumstance can be cited per crash.

Note: Licensed Driver information estimated from 1999 driver totals.

- *Younger drivers (under 24 years of age) are clearly over-represented in both single-vehicle and multiple-vehicle crashes.*

crashes

Table 17. Crashes by Light Conditions and Severity with Fatalities and Injuries, 2000

Light Condition	Fatal Crashes		Personal Injury		Property Damage		Total Crashes		Total			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Injuries		Fatalities	
									Count	Percent	Count	Percent
Daylight	438	55.1%	31,599	65.3%	94,274	54.9%	126,311	57.2%	46,626	66.0%	496	55.9%
Dawn/Dusk	25	3.1%	2,042	4.2%	7,155	4.2%	9,222	4.2%	2,952	4.2%	26	2.9%
Dark/Lights On	107	13.5%	6,693	13.8%	20,826	12.1%	27,626	12.5%	9,882	14.0%	112	12.6%
Dark/Lights Off	6	0.8%	336	0.7%	1,359	0.8%	1,701	0.8%	442	0.6%	8	0.9%
Dark/No Lights	215	27.0%	5,185	10.7%	19,647	11.4%	25,047	11.3%	7,358	10.4%	242	27.3%
Unknown	4	0.5%	2,538	5.2%	28,434	16.6%	30,976	14.0%	3,418	4.8%	4	0.5%
Total	795		48,393		171,695		220,883		70,678		888	

Note: Lights On, Lights Off, and Dark/No Lights refer to Street Lights.

The number of fatal daytime crashes decreased by 49 (between 1999 and 2000), returning to a similar level experienced in 1997 and 1998. The greatest improvement occurred among nighttime driving crashes (*Dark/No Lights*), which were reduced by 40 from 1999, and were substantially lower than recent years (back to 1993). While the decrease cannot directly be associated

with a reduction in impaired driving, it is a known fact that the incidence of alcohol-related crashes increases at night. The high number of *Unknown* light conditions associated with property damage crashes is attributed to the drivers' crash reports (when submitted without the standard officer's form) not containing data such as light condition.

- **Greater than 1 out of 4 fatal crashes occurred at night (Dark/No Lights) as compared to 1 out of 10 for all crashes.**

Figure 25. Crashes by Light Conditions and Severity, 2000

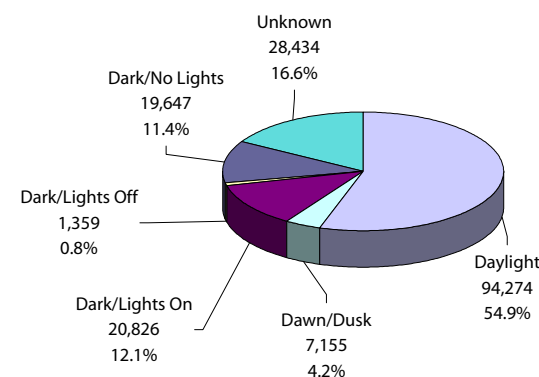
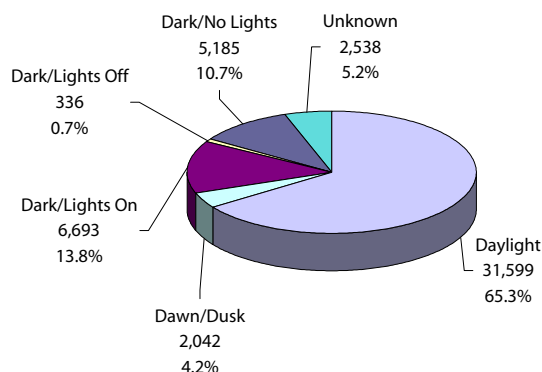
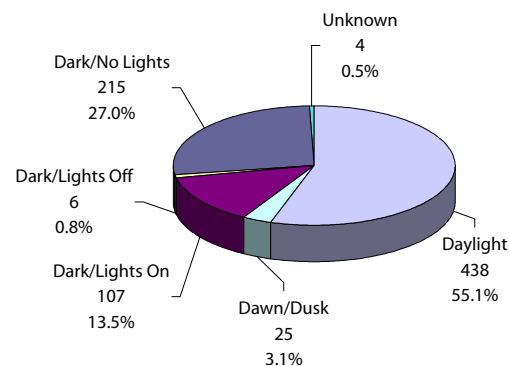


Table 18. Crashes by Road Conditions and Severity with Fatalities and Injuries, 2000

Road Condition	Fatal Crashes		Personal Injury		Property Damage		Total Crashes		Total			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Injuries		Fatalities	
									Count	Percent	Count	Percent
Dry	630	79.2%	33,229	68.7%	96,601	56.3%	130,460	59.1%	49,210	69.6%	707	79.6%
Wet	108	13.6%	7,950	16.4%	24,367	14.2%	32,425	14.7%	11,645	16.5%	117	13.2%
Muddy	0	0.0%	28	0.1%	74	0.0%	102	0.0%	35	0.0%	0	0.0%
Slush	7	0.9%	376	0.8%	1,353	0.8%	1,736	0.8%	530	0.7%	7	0.8%
Snow/Ice	47	5.9%	4,213	8.7%	20,954	12.2%	25,214	11.4%	5,766	8.2%	54	6.1%
Other	1	0.1%	57	0.1%	140	0.1%	198	0.1%	84	0.1%	1	0.1%
Unknown	2	0.3%	2,540	5.2%	28,206	16.4%	30,748	13.9%	3,408	4.8%	2	0.2%
Total	795		48,393		171,695		220,883		70,678		888	

Historically, eight out of ten fatal crashes occur on dry roads. A larger percentage of less severe crashes occur on wet or snow-covered roads, as drivers tend to exhibit more caution as road conditions become poorer. The high number of *Unknown* road conditions (property damage crashes) is attributed to the drivers' crash

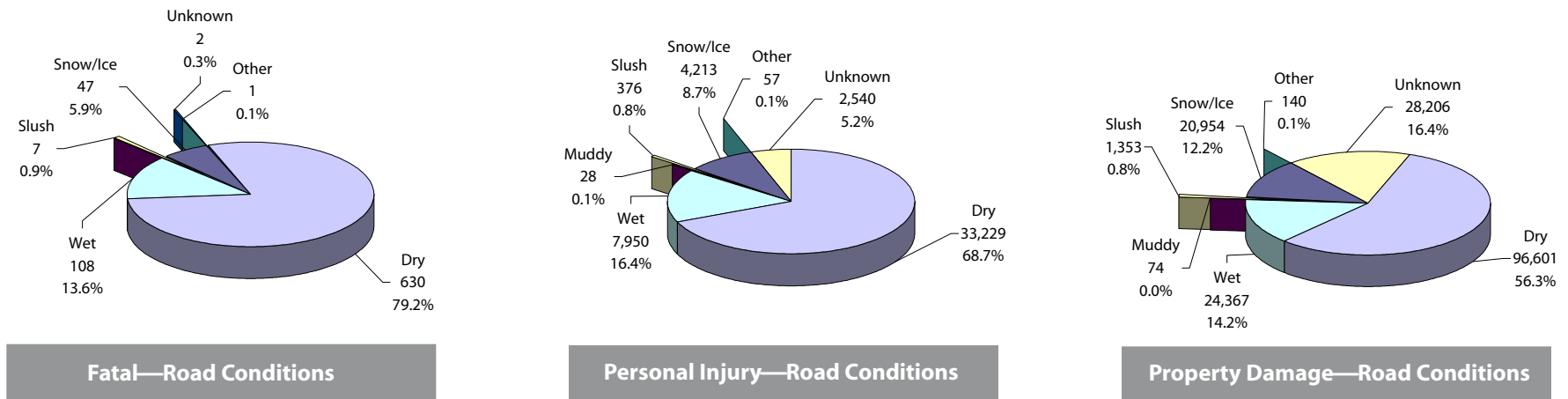
reports (when submitted without the standard officer's form) not containing data such as road condition.

- *While adverse road conditions (Snow/Ice) do not appear to be a substantial factor in fatal crashes, the number of*

fatal crashes that occurred during adverse road conditions did increase between 1999 and 2000.

- *Nearly 8 out of 10 fatal crashes occurred on dry roads.*

Figure 26. Crashes by Road Conditions and Severity, 2000



crashes

Table 19. Crashes by Weather Conditions and Severity with Fatalities and Injuries, 2000

Weather Condition	Fatal Crashes		Personal Injury		Property Damage		Total Crashes		Total			
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Injuries		Fatalities	
									Count	Percent	Count	Percent
Clear	474	59.6%	25,963	53.7%	76,388	44.5%	102,825	46.6%	38,289	54.2%	527	59.3%
Cloudy	206	25.9%	11,734	24.2%	38,021	22.1%	49,961	22.6%	17,284	24.5%	228	25.7%
Rain	64	8.1%	4,874	10.1%	14,308	8.3%	19,246	8.7%	7,106	10.1%	64	7.2%
Snow	29	3.6%	2,559	5.3%	12,298	7.2%	14,886	6.7%	3,568	5.0%	37	4.2%
Sleet/Hail/Freezing Rain	8	1.0%	432	0.9%	1,478	0.9%	1,918	0.9%	621	0.9%	9	1.0%
Fog/Smoke/Smog	12	1.5%	285	0.6%	879	0.5%	1,176	0.5%	390	0.6%	21	2.4%
Unknown	2	0.3%	2,546	5.3%	28,323	16.5%	30,871	14.0%	3,420	4.8%	2	0.2%
Total	795		48,393		171,695		220,883		70,678		888	

- *Poorer/deteriorating weather conditions are inversely proportional to the severity of the crash—i.e., only 14% of fatal crashes occurred in poor weather conditions.*
- *5 out of 6 fatal crashes occurred on clear/cloudy days.*

Figure 27. Crashes by Weather Conditions and Severity, 2000

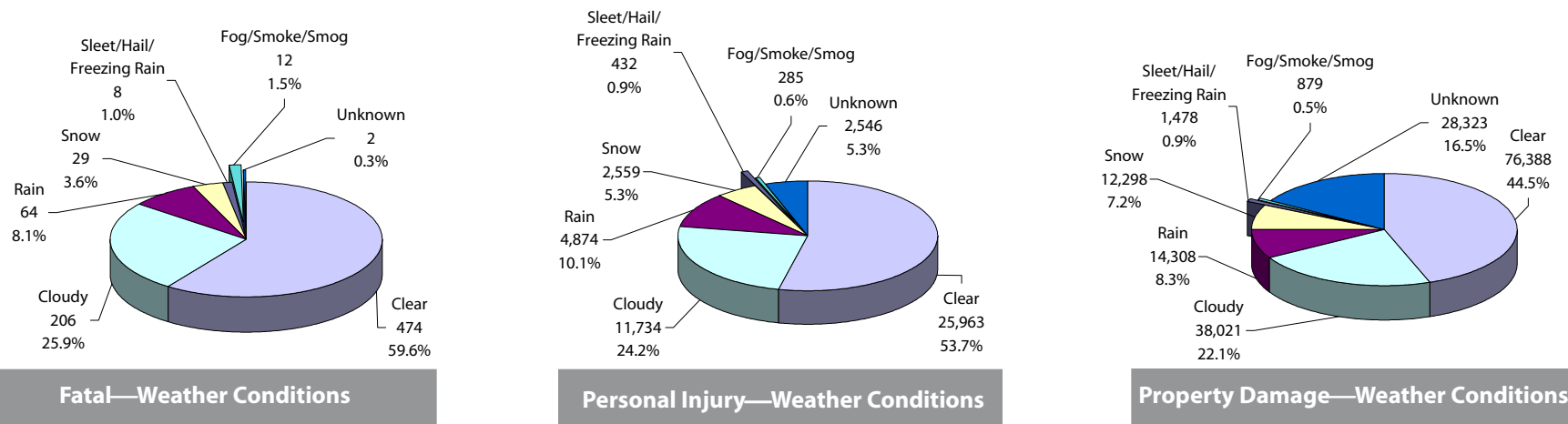


Figure 28. Crashes by Time of Day and Severity, 2000

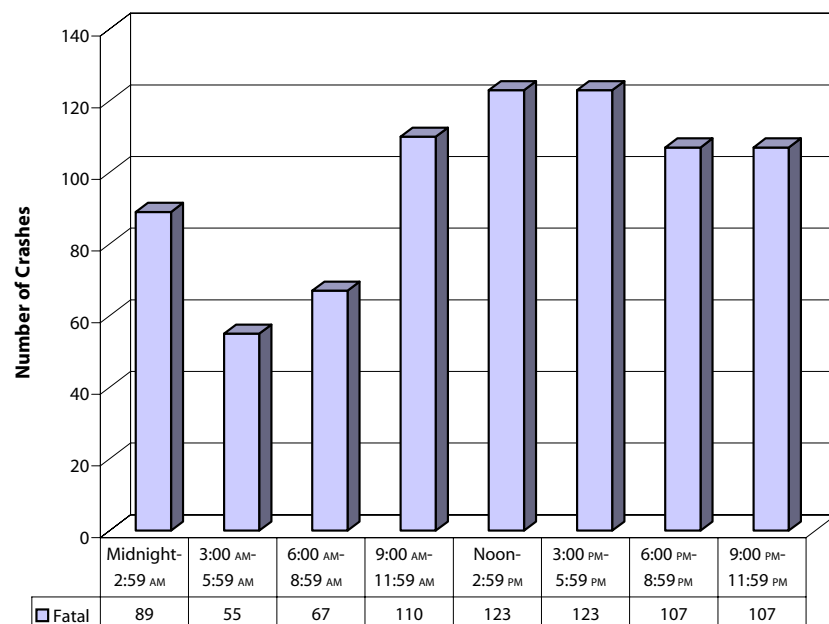


Figure 28 presents the distribution of crashes using three-hour increments of time.

- *The pattern of fatal crashes is similar to previous years.*
- *Personal injury and property damage crashes declined in occurrence after the end of the traditional evening rush hour by approximately 50–67 percent while fatal crashes declined by only 10 percent.*

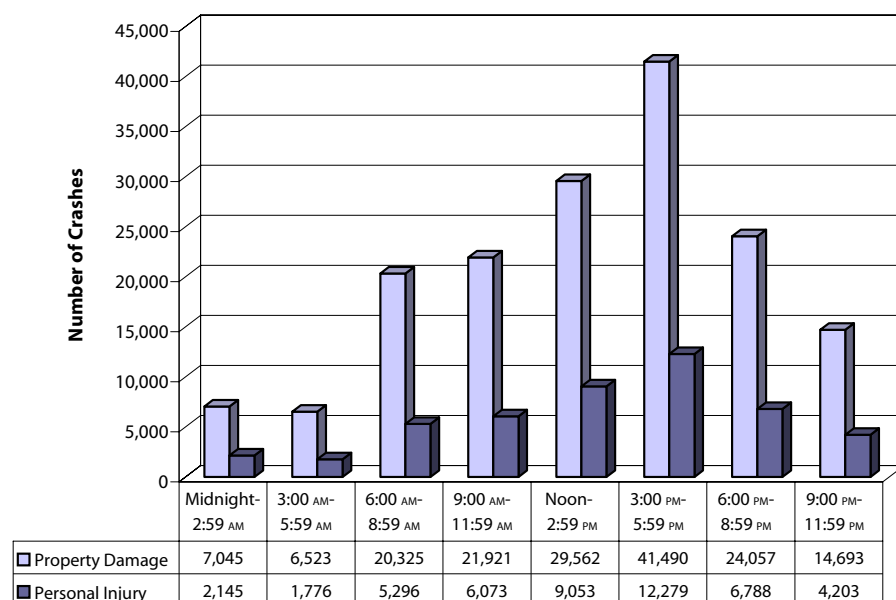


Table 20. Fatal and Personal Injury Crashes by Time of Day and Day of Week, 2000

Time	Sunday			Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Total		
	Fatal	PI	Total	Fatal	PI	Total	Fatal	PI	Total	Fatal	PI	Total	Fatal	PI	Total	Fatal	PI	Total	Fatal	PI	Total	Fatal	PI	Total
Midnight - 12:59 AM	7	175	832	1	94	367	3	93	395	4	76	371	4	106	464	3	106	483	5	222	855	27	872	3,767
1:00 AM - 01:59 AM	8	183	754	2	56	291	2	62	296	3	59	251	6	69	332	2	72	359	8	174	739	31	675	3,022
2:00 AM - 02:59 AM	5	174	615	4	33	194	4	49	252	3	52	258	5	42	258	4	74	302	6	174	611	31	598	2,490
3:00 AM - 03:59 AM	9	215	748	0	24	157	1	43	236	3	51	252	0	51	272	1	79	365	10	183	658	24	646	2,688
4:00 AM - 04:59 AM	3	103	412	1	33	217	1	57	245	3	43	260	0	46	279	0	82	322	6	99	402	14	463	2,137
5:00 AM - 05:59 AM	2	66	366	0	76	522	5	106	523	1	89	522	6	111	609	2	119	559	1	100	428	17	667	3,529
6:00 AM - 06:59 AM	5	95	396	1	213	930	3	210	1017	6	169	981	4	182	1,046	5	168	939	4	107	512	28	1,144	5,821
7:00 AM - 07:59 AM	3	94	426	3	401	1,924	2	424	2,057	2	424	1,987	0	413	2,083	5	401	1,839	3	121	581	18	2,278	10,897
8:00 AM - 08:59 AM	3	127	526	2	309	1,527	4	310	1,546	4	310	1,492	2	299	1,555	2	312	1,499	4	207	825	21	1,874	8,970
9:00 AM - 09:59 AM	5	151	677	4	256	1,295	3	251	1,183	2	200	1,137	4	251	1,232	4	276	1,296	6	228	1,149	28	1,613	7,969
10:00 AM - 10:59 AM	4	166	822	5	280	1,291	4	268	1,173	2	270	1,258	6	286	1,366	6	324	1,478	10	332	1,487	37	1,926	8,875
11:00 AM - 11:59 AM	6	234	975	7	347	1,549	3	348	1,606	6	325	1,558	7	363	1,677	11	461	1,949	5	456	1,946	45	2,534	11,260
Noon - 12:59 PM	10	327	1,352	6	421	1,848	9	389	1,699	1	387	1,830	7	419	1,900	4	522	2,240	3	483	2,014	40	2,948	12,883
1:00 PM - 01:59 PM	5	348	1,321	5	404	1,765	6	353	1,545	6	366	1,680	10	371	1,651	5	460	2,022	6	476	1,916	43	2,778	11,900
2:00 PM - 02:59 PM	5	372	1,422	1	498	2,080	8	458	1,977	5	467	1,993	10	456	1,997	6	584	2,515	5	492	1,971	40	3,327	13,955
3:00 PM - 03:59 PM	5	367	1,457	10	662	3,044	6	625	2,760	8	656	2,889	5	704	3,025	8	837	3,716	5	467	1,905	47	4,318	18,796
4:00 PM - 04:59 PM	6	315	1,398	8	661	2,828	7	596	2,631	6	609	2,693	4	608	2,855	8	779	3,417	6	473	1,858	45	4,041	17,680
5:00 PM - 05:59 PM	4	351	1,467	9	598	2,671	3	579	2,627	2	566	2,747	7	660	2,780	3	725	3,208	3	441	1,916	31	3,920	17,416
6:00 PM - 06:59 PM	5	303	1,343	7	378	1,750	3	370	1,718	6	452	2,003	8	458	2,000	10	517	2,388	4	410	1,858	43	2,888	13,060
7:00 PM - 07:59 PM	3	254	1,189	5	286	1,327	6	241	1,160	5	325	1,409	4	339	1,409	7	377	1,756	6	364	1,571	36	2,186	9,821
8:00 PM - 08:59 PM	5	213	998	3	225	1,120	4	200	1,024	5	252	1,156	3	255	1,126	4	284	1,358	4	285	1,289	28	1,714	8,071
9:00 PM - 09:59 PM	0	178	848	3	214	918	4	205	910	6	217	978	5	228	1,009	9	305	1,306	9	290	1,260	36	1,637	7,229
10:00 PM - 10:59 PM	3	137	685	5	171	778	3	156	776	5	179	788	3	189	874	5	285	1,296	8	269	1,199	32	1,386	6,396
11:00 PM - 11:59 PM	6	112	554	1	142	593	4	120	583	4	138	637	4	140	641	11	267	1,185	9	261	1,185	39	1,180	5,378
Unknown	3	83	753	3	113	1,022	0	103	913	0	116	974	3	104	1,005	3	150	1,218	2	111	988	14	780	6,873
Total	120	5,143	22,336	96	6,895	32,008	98	6,616	30,852	98	6,798	32,104	117	7,150	33,445	128	8,566	39,015	138	7,225	31,123	795	48,393	220,883

Legend: PI=Personal Injury

Tables 20 and 21 provide further details as to when crashes occur by looking at both one-hour and three-hour increments over each of the days of the week. Saturday and Sunday morning, between the hours of 3:00 AM and 5:59 AM had the highest percentage of those crashes where a fatality occurred.

- *The greatest number of crashes occurred between the hours of 3:00 PM and 5:59 PM, which typically coincides with the periods of heaviest traffic.*
- *Highest incidence of fatal crashes occurred between 3:00 PM and 5:59 PM for Monday through Thursday.*
- *Highest incidence of fatal crashes shifted to early morning and late evening hours for Friday through Sunday.*

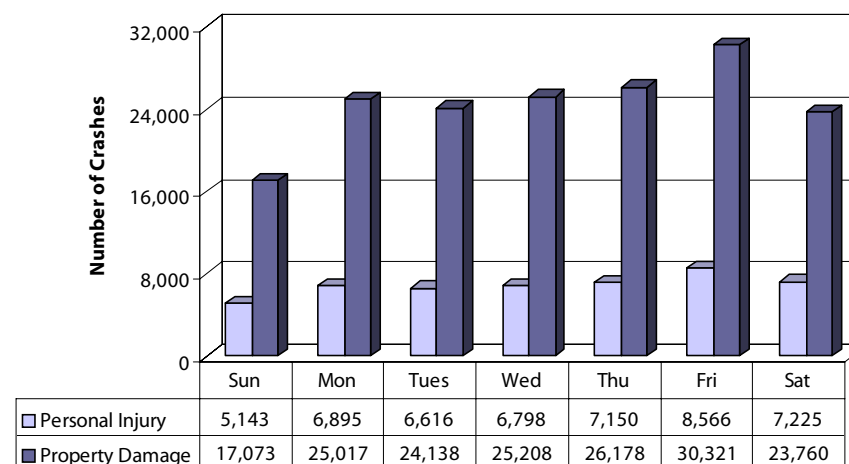
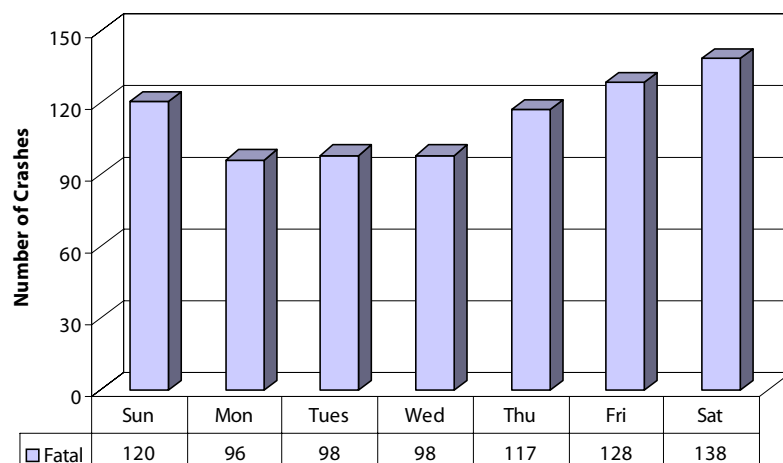
Table 21. Percentage of Fatal and Personal Injury Crashes by Time of Day and Day of Week, 2000

Time Period	Sunday			Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Total		
	% Ftl	% PI	% PD	% Ftl	% PI	% PD	% Ftl	% PI	% PD	% Ftl	% PI	% PD	% Ftl	% PI	% PD	% Ftl	% PI	% PD	% Ftl	% PI	% PD	% Ftl	% PI	% PD
Midnight - 2:59 AM	0.9%	24.2%	74.9%	0.8%	21.5%	77.7%	1.0%	21.6%	77.4%	1.1%	21.3%	77.6%	1.4%	20.6%	78.0%	0.8%	22.0%	77.2%	0.9%	25.9%	73.3%	1.0%	23.1%	75.9%
3:00 AM - 5:59 AM	0.9%	25.2%	73.9%	0.1%	14.8%	85.0%	0.7%	20.5%	78.8%	0.7%	17.7%	81.6%	0.5%	17.9%	81.6%	0.2%	22.5%	77.3%	1.1%	25.7%	73.2%	0.7%	21.3%	78.1%
6:00 AM - 8:59 AM	0.8%	23.4%	75.7%	0.1%	21.1%	78.8%	0.2%	20.4%	79.4%	0.3%	20.2%	79.5%	0.1%	19.1%	80.8%	0.3%	20.6%	79.1%	0.6%	22.7%	76.7%	0.3%	20.6%	79.1%
9:00 AM - 11:59 AM	0.6%	22.3%	77.1%	0.4%	21.4%	78.3%	0.3%	21.9%	77.9%	0.3%	20.1%	79.6%	0.4%	21.1%	78.5%	0.4%	22.5%	77.1%	0.5%	22.2%	77.4%	0.4%	21.6%	78.0%
Noon - 2:59 PM	0.5%	25.6%	73.9%	0.2%	23.2%	76.6%	0.4%	23.0%	76.6%	0.2%	22.2%	77.6%	0.5%	22.5%	77.1%	0.2%	23.1%	76.7%	0.2%	24.6%	75.2%	0.3%	23.4%	76.3%
3:00 PM - 5:59 PM	0.3%	23.9%	75.8%	0.3%	22.5%	77.2%	0.2%	22.4%	77.4%	0.2%	22.0%	77.8%	0.2%	22.8%	77.0%	0.2%	22.6%	77.2%	0.2%	24.3%	75.4%	0.2%	22.8%	77.0%
6:00 PM - 8:59 PM	0.4%	21.8%	77.8%	0.4%	21.2%	78.5%	0.3%	20.8%	78.9%	0.4%	22.5%	77.1%	0.3%	23.2%	76.5%	0.4%	21.4%	78.2%	0.3%	22.4%	77.3%	0.3%	21.9%	77.7%
9:00 PM - 11:59 PM	0.4%	20.5%	79.1%	0.4%	23.0%	76.6%	0.5%	21.2%	78.3%	0.6%	22.2%	77.2%	0.5%	22.1%	77.5%	0.7%	22.6%	76.7%	0.7%	22.5%	76.8%	0.6%	22.1%	77.3%
Unknown	0.4%	11.0%	88.6%	0.3%	11.1%	88.6%	0.0%	11.3%	88.7%	0.0%	11.9%	88.1%	0.3%	10.3%	89.4%	0.2%	12.3%	87.4%	0.2%	11.2%	88.6%	0.2%	11.3%	88.4%
Totals	0.5%	23.0%	76.4%	0.3%	21.5%	78.2%	0.3%	21.4%	78.2%	0.3%	21.2%	78.5%	0.3%	21.4%	78.3%	0.3%	22.0%	77.7%	0.4%	23.2%	76.3%	0.4%	21.9%	77.7%

Note: Boxes identify areas where there is an over-representation.

Legend: Ftl=Fatal; PI=Personal Injury; PD=Property Damage

Figure 29. Crashes by Day of Week and Severity, 2000



- There is an increased occurrence of fatal crashes with the approach of the weekend.
- After a large increase in the number of fatal crashes occurring on Sunday (158 in 1999), the results for 2000 returned to their historical pattern.
- The greatest number of crashes continues to occur on Friday.

Table 22. Fatal Crashes and Fatalities on Legal Holidays, 1991–2000

All Crashes										Alcohol Related Crashes															
					All Crashes					Alcohol Related Crashes															
Year	Begin	End	Hours	Actual Holiday	Fatalities	Fatal Crashes	Fatalities	Fatal Crashes	Year	Begin	End	Hours	Actual Holiday	Fatalities	Fatal Crashes	Fatalities	Fatal Crashes								
New Year's Day										Labor Day															
1991	6:00 PM	12/28	5:59 AM	1/02	108	Tue, 1/1	1	1	1	1	1991	6:00 PM	8/30	5:59 AM	9/03	84	Mon, 9/2	13	13	6	6				
1992	6:00 PM	12/31	5:59 AM	1/02	36	Wed, 1/1	4	4	3	3	1992	6:00 PM	9/04	5:59 AM	9/08	84	Mon, 9/7	15	10	5	5				
1993	6:00 PM	12/31	5:59 AM	1/04	84	Fri, 1/1	6	6	1	1	1993	6:00 PM	9/03	5:59 AM	9/07	84	Mon, 9/6	8	8	1	1				
1994	6:00 PM	12/31	5:59 AM	1/03	60	Sat, 1/1	10	9	1	1	1994	6:00 PM	9/02	5:59 AM	9/06	84	Mon, 9/5	8	8	4	4				
1995	6:00 PM	12/30	5:59 AM	1/03	84	Sun, 1/1	14	10	7	5	1995	6:00 PM	9/01	5:59 AM	9/05	84	Mon, 9/4	7	7	2	2				
1996	6:00 PM	12/31	5:59 AM	1/02	36	Mon, 1/1	2	2	2	2	1996	6:00 PM	8/30	5:59 AM	9/03	84	Mon, 9/2	11	10	7	6				
1997	6:00 PM	12/31	5:59 AM	1/02	36	Wed, 1/1	5	3	4	2	1997	6:00 PM	8/29	5:59 AM	9/02	84	Mon, 9/1	11	11	0	0				
1998	6:00 PM	12/31	5:59 AM	1/05	108	Thu, 1/1	11	10	4	3	1998	6:00 PM	9/04	5:59 AM	9/08	84	Mon, 9/7	10	9	3	3				
1999	6:00 PM	12/31	5:59 AM	1/04	84	Fri, 1/1	13	10	0	0	1999	6:00 PM	9/03	5:59 AM	9/07	84	Mon, 9/6	10	9	4	4				
2000	6:00 PM	12/31	5:59 AM	1/03	60	Sat, 1/1	2	2	0	0	2000	6:00 PM	9/01	5:59 AM	9/05	84	Mon, 9/4	11	11	1	1				
Ten Year Totals			696		68		57		23		18		Ten Year Totals			840		104		96		33		32	
Memorial Day										Thanksgiving															
1991	6:00 PM	5/24	5:59 AM	5/28	84	Mon, 5/27	13	12	6	5	1991	6:00 PM	11/27	5:59 AM	12/02	108	Thu, 11/28	9	8	0	0				
1992	6:00 PM	5/22	5:59 AM	5/26	84	Mon, 5/25	10	9	3	2	1992	6:00 PM	11/25	5:59 AM	11/30	108	Thu, 11/26	6	6	3	3				
1993	6:00 PM	5/28	5:59 AM	6/01	84	Mon, 5/31	7	7	4	4	1993	6:00 PM	11/24	5:59 AM	11/29	108	Thu, 11/25	6	5	1	1				
1994	6:00 PM	5/27	5:59 AM	5/31	84	Mon, 5/30	15	13	3	3	1994	6:00 PM	11/23	5:59 AM	11/28	108	Thu, 11/24	12	12	4	4				
1995	6:00 PM	5/26	5:59 AM	5/30	84	Mon, 5/29	12	10	3	3	1995	6:00 PM	11/22	5:59 AM	11/27	108	Thu, 11/23	4	4	1	1				
1996	6:00 PM	5/24	5:59 AM	5/28	84	Mon, 5/27	15	15	6	6	1996	6:00 PM	11/27	5:59 AM	12/02	108	Thu, 11/28	7	5	3	1				
1997	6:00 PM	5/23	5:59 AM	5/27	84	Mon, 5/26	7	7	1	1	1997	6:00 PM	11/26	5:59 AM	12/01	108	Thu, 11/27	5	5	1	1				
1998	6:00 PM	5/22	5:59 AM	5/26	84	Mon, 5/25	9	8	5	4	1998	6:00 PM	11/25	5:59 AM	11/30	108	Thu, 11/26	11	10	7	6				
1999	6:00 PM	5/28	5:59 AM	6/01	84	Mon, 5/31	18	10	6	3	1999	6:00 PM	11/24	5:59 AM	11/29	108	Thu, 11/25	8	7	4	3				
2000	6:00 PM	5/26	5:59 AM	5/30	84	Mon, 5/29	8	8	2	2	2000	6:00 PM	11/22	5:59 AM	11/27	108	Thu, 11/23	13	12	2	2				
Ten Year Totals			840		114		99		39		33		Ten Year Totals			1,080		81		74		26		22	
July 4th										Christmas															
1991	6:00 PM	7/03	5:59 AM	7/08	108	Thu, 7/4	22	20	5	4	1991	6:00 PM	12/24	5:59 AM	12/26	36	Wed, 12/25	2	2	1	2				
1992	6:00 PM	7/02	5:59 AM	7/06	84	Sat, 7/4	8	6	2	2	1992	6:00 PM	12/24	5:59 AM	12/28	84	Fri, 12/25	10	9	4	9				
1993	6:00 PM	7/02	5:59 AM	7/06	84	Sun, 7/4	13	10	5	3	1993	6:00 PM	12/23	5:59 AM	12/27	84	Sat, 12/25	5	4	0	0				
1994	6:00 PM	7/01	5:59 AM	7/05	84	Mon, 7/4	16	13	3	3	1994	6:00 PM	12/23	5:59 AM	12/27	84	Sun, 12/25	4	4	2	2				
1995	6:00 PM	6/30	5:59 AM	7/05	108	Tue, 7/4	9	9	3	3	1995	6:00 PM	12/22	5:59 AM	12/26	84	Mon, 12/25	11	10	4	4				
1996	6:00 PM	7/03	5:59 AM	7/08	108	Thu, 7/4	12	9	1	1	1996	6:00 PM	12/24	5:59 AM	12/26	36	Wed, 12/25	2	2	1	1				
1997	6:00 PM	7/03	5:59 AM	7/07	84	Fri, 7/4	11	10	1	1	1997	6:00 PM	12/24	5:59 AM	12/29	108	Thu, 12/25	13	12	4	4				
1998	6:00 PM	7/02	5:59 AM	7/06	84	Sat, 7/4	6	6	3	3	1998	6:00 PM	12/24	5:59 AM	12/28	84	Fri, 12/25	11	11	3	3				
1999	6:00 PM	5/28	5:59 AM	6/01	84	Sun, 7/4	18	10	6	3	1999	6:00 PM	12/23	5:59 AM	12/27	84	Sat, 12/25	6	6	1	1				
2000	6:00 PM	6/30	5:59 AM	7/05	108	Tue, 7/4	17	13	8	4	2000	6:00 PM	12/22	5:59 AM	12/26	84	Mon, 12/25	6	6	2	2				
Ten Year Totals			936		132		106		37		27		Ten Year Totals			768		70		66		22		28	

Indiana roads are classified by road type—from *City Street* to *County Road* to *State Road*, and finally, *Interstate/Toll Road*. Each of these classifications is also further defined by the areas that the roads transverse—urban areas, the incorporated and heavier populated areas, and rural areas, the less densely populated areas of the State. County and state roads have the greatest percentage of fatal crashes. Likely contributing factors are: county roads are generally narrower, often lack visible lane markers, and may lack shoulders and/or have the potential for higher drop-offs (from the road surface to the non-road surface). These roads also, while not carrying an interstate speed limit, have the potential for higher speeds versus city or local streets.

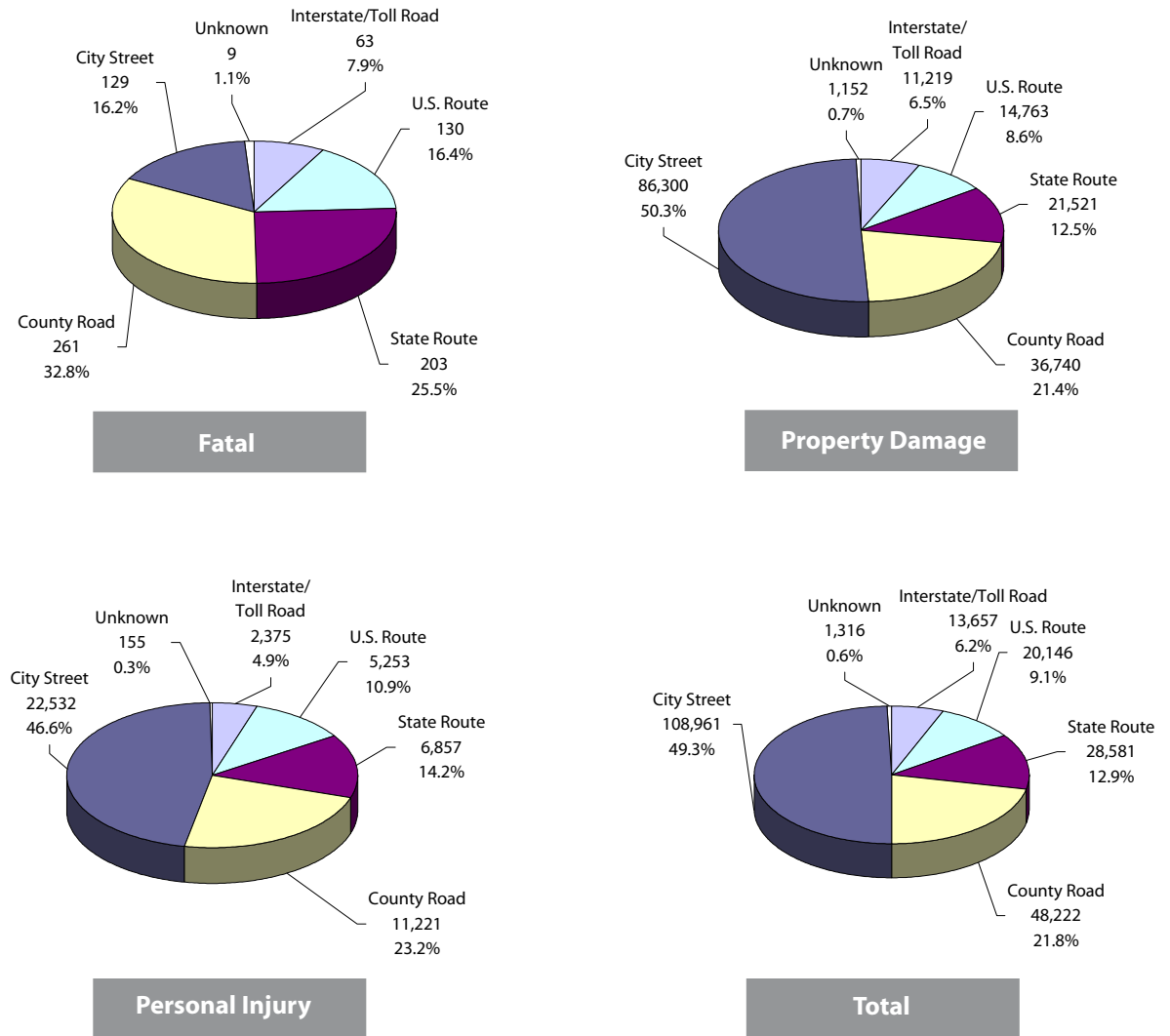
- **Only 7.9 percent of the fatal crashes occurred on Interstate/Toll Roads.**
- **Nearly 50 percent of all crashes occurred on City Streets.**

Table 22

The number of hours in the holiday period is shown in the hours column. The length of the holiday period depends on the day on which the legal holiday falls, as follows:

If a holiday falls on *Sunday or Monday*, the holiday period is from 6:00 PM Friday to 5:59 AM Tuesday.
 If a holiday falls on *Tuesday*, the holiday period is from 6:00 PM Friday to 5:59 AM Wednesday.
 If a holiday falls on *Wednesday*, the holiday period is from 6:00 PM Tuesday to 5:59 AM Thursday.
 If a holiday falls on *Thursday*, the holiday period is from 6:00 PM Wednesday to 5:59 AM Monday.
 If a holiday falls on *Friday or Saturday*, the holiday period is from 6:00 PM Thursday to 5:59 AM Monday.

Figure 30. Crashes by Roadway Type and Severity, 2000



crashes

While most crashes occur on the roadway (86% in 2000), where they occur on that roadway is significant as it relates to the resultant severity of the crash. Off roadway crashes accounted for only 13.6 percent of all crashes, but 28.1 percent of fatal crashes.

- *For all crashes, severity of the crash increases when the vehicle leaves its designated travel area (Off Roadway, Shoulder and Median).*
- *1 out of 4 fatal crashes occurred at an intersection.*

- *The number of hit-and-run crashes has increased by 5.7 percent over the past three years.*

Table 23. Crashes by Location Type and Severity, 2000

Location	Fatal Crashes		Personal Injury		Property Damage		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Intersection	191	24.0%	17,594	36.4%	40,579	23.6%	58,364	26.4%
Driveway Access	9	1.1%	889	1.8%	3,693	2.2%	4,591	2.1%
Interchange Area	1	0.1%	333	0.7%	1,331	0.8%	1,665	0.8%
Off Roadway	223	28.1%	8,067	16.7%	21,667	12.6%	29,957	13.6%
Shoulder	29	3.6%	1,088	2.2%	4,154	2.4%	5,271	2.4%
Median	10	1.3%	351	0.7%	962	0.6%	1,323	0.6%
Roadway	332	41.8%	17,465	36.1%	71,155	41.4%	88,952	40.3%
Unknown	0	0.0%	2,606	5.4%	28,154	16.4%	30,760	13.9%
Total	795		48,393		171,695		220,883	

Note: The percentage of fatal crashes occurring at an intersection was 191/795, or 24.0%.

Table 24. Hit-and-Run Crashes by Location Type and Severity, 2000

Location	Fatal Crashes		Personal Injury		Property Damage		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Intersection	4	21.1%	1,043	43.9%	3,724	24.1%	4,771	26.7%
Driveway Access	0	0.0%	46	1.9%	421	2.7%	467	2.6%
Interchange Area	0	0.0%	16	0.7%	96	0.6%	112	0.6%
Off Roadway	4	21.1%	227	9.5%	2,597	16.8%	2,828	15.8%
Shoulder	0	0.0%	48	2.0%	855	5.5%	903	5.1%
Median	0	0.0%	4	0.2%	36	0.2%	40	0.2%
Roadway	11	57.9%	987	41.5%	7,658	49.5%	8,656	48.4%
Unknown	0	0.0%	6	0.3%	87	0.6%	93	0.5%
Total	19		2,377		15,474		17,870	

Note: The percentage of fatal hit-and-run crashes occurring at an intersection was 4/19, or 21.1%.

Table 25. Traffic Controls by Crash Severity, 2000

Traffic Control	Fatal Crashes		Personal Injury		Property Damage		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Officer, Crossing Guard or Flagman	3	0.4%	231	0.5%	631	0.4%	865	0.4%
RR Crossing Gate/Flagman	3	0.4%	58	0.1%	246	0.1%	307	0.1%
RR Crossing Signal	7	0.9%	84	0.2%	203	0.1%	294	0.1%
RR Crossing Sign	13	1.6%	155	0.3%	313	0.2%	481	0.2%
Traffic Control Signal	73	9.2%	10,170	21.0%	26,040	15.2%	36,283	16.4%
Flashing Signal	8	1.0%	565	1.2%	1,134	0.7%	1,707	0.8%
Stop Sign	110	13.8%	7,205	14.9%	18,172	10.6%	25,487	11.5%
Yield Sign	11	1.4%	500	1.0%	1,425	0.8%	1,936	0.9%
Lane Control	426	53.6%	23,456	48.5%	67,433	39.3%	91,315	41.3%
No Passing Zone	120	15.1%	3,224	6.7%	7,312	4.3%	10,656	4.8%
Other Regulatory Signs	61	7.7%	1,338	2.8%	3,575	2.1%	4,974	2.3%
None/Unknown	53	6.7%	11,878	24.5%	59,591	34.7%	71,522	32.4%
Total Crashes	795		48,393		171,695		220,883	

Example: Of the fatal crashes in 2000, 13.8% (110/795) took place at a location that had one or more stop signs.

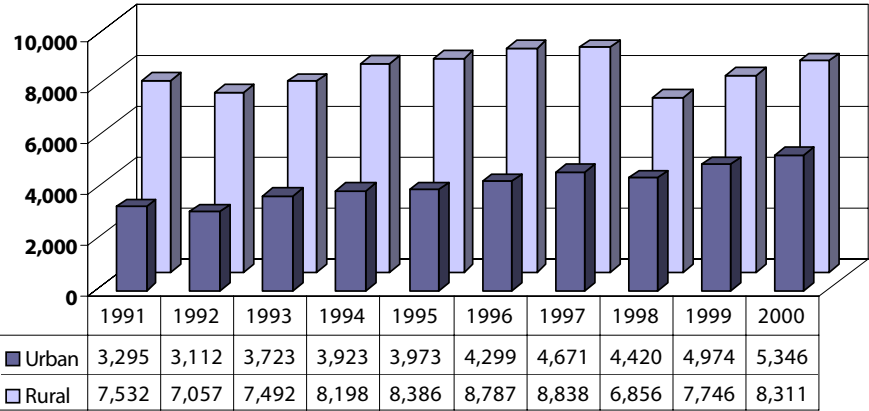
Percentages may equal more than 100% since there may have been more than one traffic control type at the crash location.

Table 23 provides data relative to the location of a crash (*Intersection, Off Road, Roadway*, etc.). Table 25 provides further focus and details on those crashes to identify other factors in the crash. For example, Table 23 identifies that nearly 58,364 crashes in 2000 occurred at some type of *Intersection* with 191 of those crashes resulting in a fatality. *Traffic Control Signals, Flashing Signals, Stop Signs* and *Yield Signs* are the predominant intersection controls, but not all intersections necessarily have a traffic control. The investigating officer can also indicate that there are multiple traffic controls at an intersection such as *Stop Signs* in addition to *Flashing Signals*. Therefore, while the numbers are not precise, they are a good indicator of the level of traffic controls present at the crash scene.

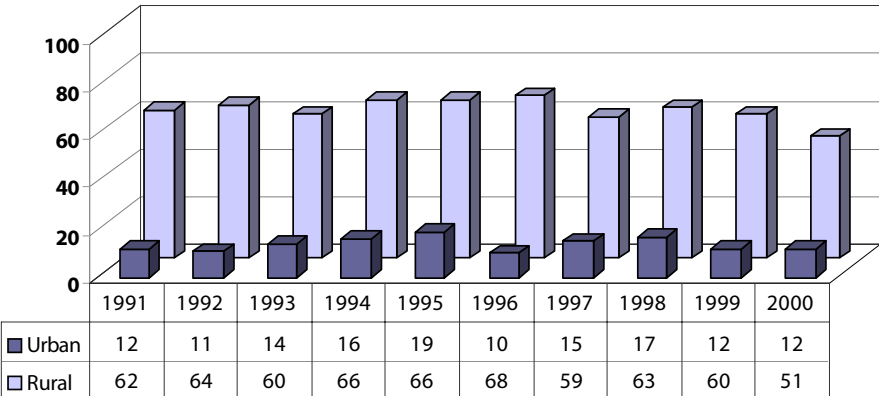
- *As compared to 1999 causes of fatal crashes, all types of traffic control devices showed substantial decreases with the exception of Stop Signs. The number of fatal crashes where a stop sign was present decreased by less than 5 percent.*
- *Areas defined as No Passing Zones showed nearly a 15 percent decrease in fatal crashes as compared to the past three years.*

crashes

Figure 31. Rural and Urban Interstate/Toll Road Crashes, 1991–2000



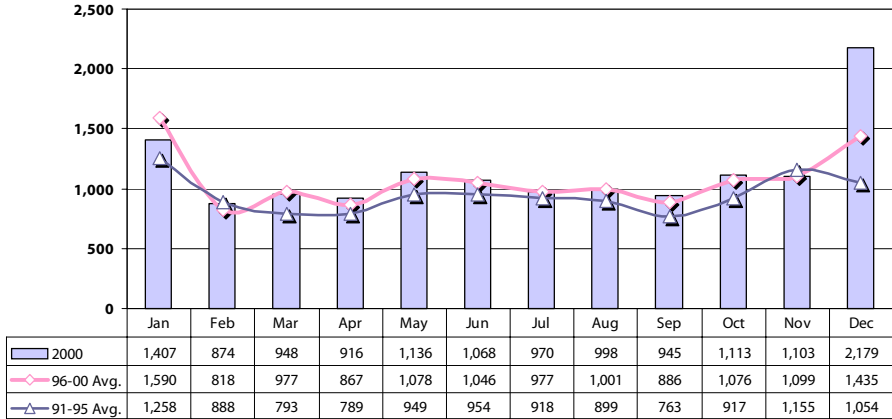
Rural/Urban Crashes



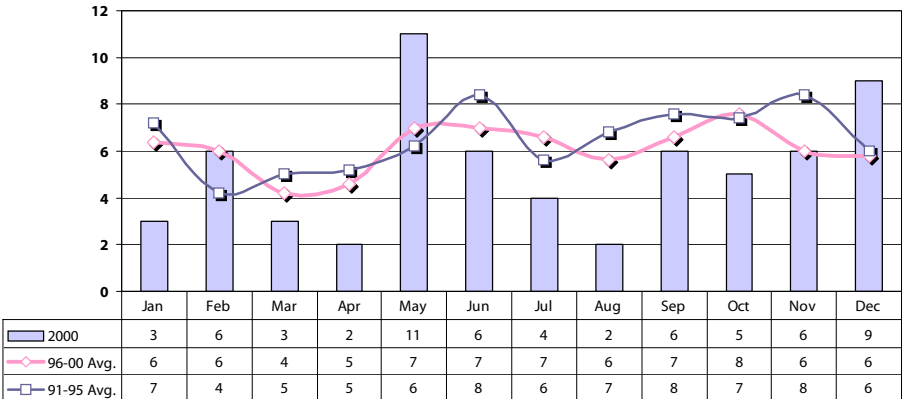
Rural/Urban Fatal Crashes

Figures 31 and 32 are used to evaluate the crash rates on interstate and toll roads in Indiana. These roads are further classified as to whether they pass through rural or urban areas of Indiana. While there is no difference in the road design itself, the users and traffic density may differ depending upon where the road is located.

Figure 32. Interstate/Toll Road Crashes by Monthly Average, 1991–2000



Crashes



Fatal Crashes

- *The 63 fatal crashes recorded in 2000 represent a 14.9 percent decrease from 1991.*
- *The months of January and December continued to account for the greatest number of interstate/toll road crashes.*

- *While there is no historical pattern associated with interstate fatal crashes and month of the year, May and December of 2000 had the highest number of fatal crashes.*

Rural crashes historically represent a significantly higher percentage of the more serious and fatal crashes while urban areas have represented a high percentage of property damage crashes.

- *The 190 urban fatal crashes represented the fewest number in the past ten years.*
- *The 605 fatal rural crashes were the fewest since 1993.*

Figure 33. Rural and Urban Crashes by Severity, 2000

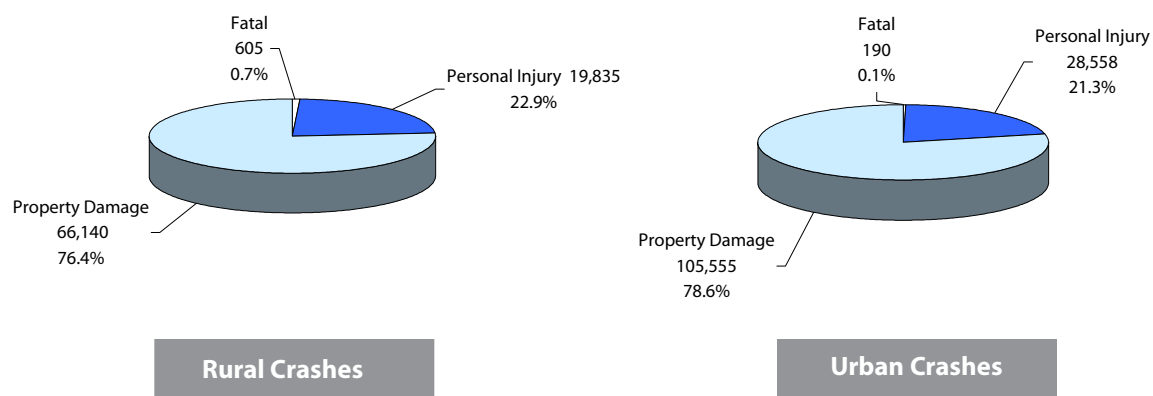


Table 26. Rural and Urban Crashes by Severity, 1991–2000

Year	Rural				Urban				Total Crashes			
	Fatal Crashes	Personal Injury	Property Damage	Rural Total	Fatal Crashes	Personal Injury	Property Damage	Urban Total	Fatal Crashes	Personal Injury	Property Damage	Total
1991	679	19,967	56,231	76,877	225	27,165	90,692	118,082	904	47,132	146,923	194,959
1992	575	20,236	55,770	76,581	223	28,370	89,705	118,298	798	48,606	145,475	194,879
1993	579	20,900	58,685	80,164	203	29,874	94,132	124,209	782	50,774	152,817	204,373
1994	655	21,899	62,259	84,813	220	30,577	97,612	128,409	875	52,476	159,871	213,222
1995	625	22,596	65,767	88,988	234	31,235	100,569	132,038	859	53,831	166,336	221,026
1996	635	21,605	66,011	88,251	235	30,453	102,526	133,214	870	52,058	168,537	221,465
1997	614	21,538	63,788	85,940	235	30,875	102,959	134,069	849	52,413	166,747	220,009
1998	660	20,688	61,514	82,862	224	31,177	102,247	133,648	884	51,865	163,761	216,510
1999	651	20,066	63,257	83,974	241	29,452	103,673	133,366	892	49,518	166,930	217,340
2000	605	19,835	66,140	86,580	190	28,558	105,555	134,303	795	48,393	171,695	220,883

crashes

Table 27. Rural and Urban Crashes by Month and Severity, 2000

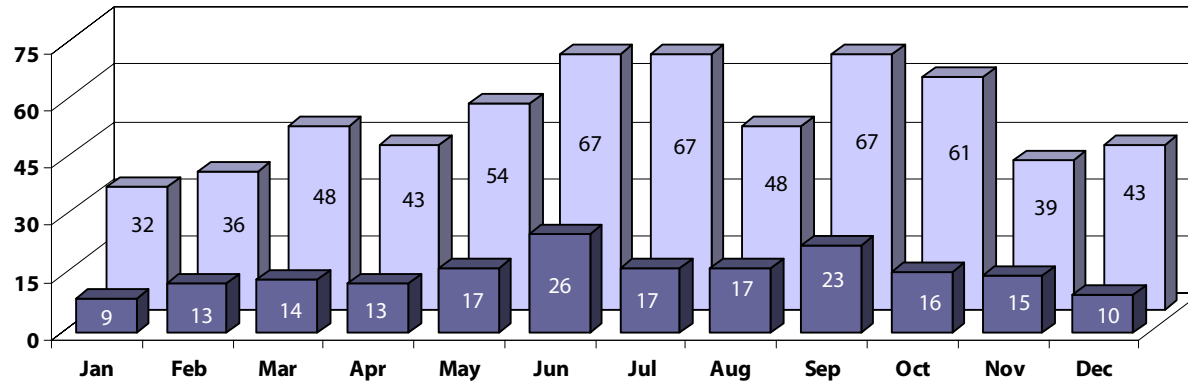
Month	Fatal Crashes			Personal Injury			Property Damage			Total Crashes		
	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total
January	32	9	41	1,737	1,999	3,736	6,983	9,246	16,229	8,752	11,254	20,006
February	36	13	49	1,416	1,964	3,380	4,909	7,903	12,812	6,361	9,880	16,241
March	48	14	62	1,410	2,203	3,613	4,197	7,929	12,126	5,655	10,146	15,801
April	43	13	56	1,441	2,339	3,780	4,394	7,968	12,362	5,878	10,320	16,198
May	54	17	71	1,685	2,783	4,468	5,085	8,999	14,084	6,824	11,799	18,623
June	67	26	93	1,766	2,704	4,470	4,844	8,652	13,496	6,677	11,382	18,059
July	67	17	84	1,725	2,450	4,175	4,353	7,908	12,261	6,145	10,375	16,520
August	48	17	65	1,772	2,549	4,321	4,441	8,470	12,911	6,261	11,036	17,297
September	67	23	90	1,742	2,665	4,407	4,604	8,660	13,264	6,413	11,348	17,761
October	61	16	77	1,690	2,434	4,124	5,863	8,461	14,324	7,614	10,911	18,525
November	39	15	54	1,561	2,214	3,775	7,172	8,896	16,068	8,772	11,125	19,897
December	43	10	53	1,890	2,254	4,144	9,295	12,463	21,758	11,228	14,727	25,955
Total	605	190	795	19,835	28,558	48,393	66,140	105,555	171,695	86,580	134,303	220,883

Note: Boxes identify areas where there is an over-representation.

- *The greatest number of property damage crashes occurred during the winter months (November–January).*
- *The majority of fatal crashes were during June, July and September.*

Crashes by Locale (Rural/Urban)

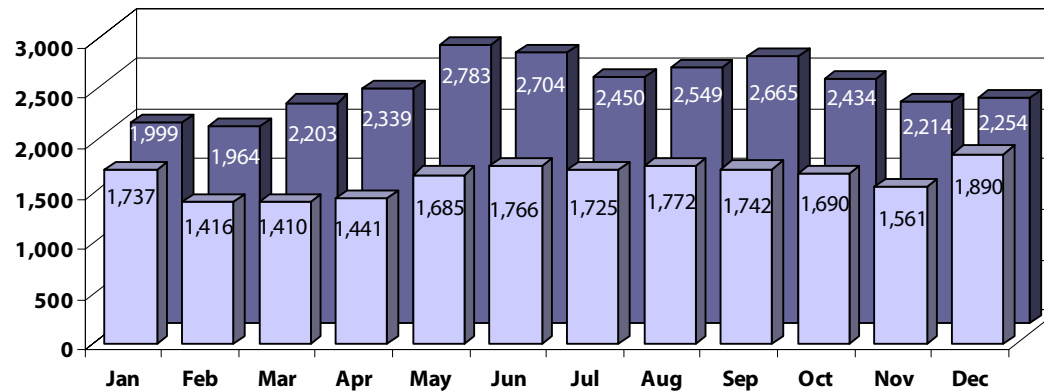
Figure 34. Rural and Urban Crashes by Month, 2000



- *The greatest number of fatal and personal injury crashes occurred between June and September.*
- *Consistent with previous years' trends, the majority of personal injury crashes were in urban locales.*

Fatal Crashes

■ Urban ■ Rural



Personal Injury Crashes

Table 28. Rural and Urban Fatal Crashes by Number of Fatalities, 1991–2000

Year	Rural	Urban	Total	Year	Rural	Urban	Total	Year	Rural	Urban	Total	Year	Rural	Urban	Total
One Person Fatality Crashes				Two Person Fatality Crashes				Three Person Fatality Crashes				Four Person Fatality Crashes			
1991	598	213	811	1991	63	11	74	1991	15	1	16	1991	2	0	2
1992	501	212	713	1992	63	8	71	1992	9	1	10	1992	2	0	2
1993	502	187	689	1993	66	15	81	1993	8	1	9	1993	2	0	2
1994	579	212	791	1994	65	8	73	1994	6	0	6	1994	4	0	4
1995	556	223	779	1995	57	8	65	1995	9	2	11	1995	2	1	3
1996	553	217	770	1996	70	18	88	1996	12	0	12	1996	0	0	0
1997	551	220	771	1997	53	15	68	1997	8	0	8	1997	1	0	1
1998	594	211	805	1998	53	9	62	1998	11	4	15	1998	2	0	2
1999	564	225	789	1999	68	13	81	1999	16	3	19	1999	2	0	2
2000	548	180	728	2000	40	10	50	2000	12	0	12	2000	3	0	3
Five Person Fatality Crashes				Six Person Fatality Crashes				Seven Person Fatality Crashes				Total Fatal Crashes			
1991	0	0	0	1991	0	0	0	1991	1	0	1	1991	679	225	904
1992	0	2	2	1992	0	0	0	1992	0	0	0	1992	575	223	798
1993	1	0	1	1993	0	0	0	1993	0	0	0	1993	579	203	782
1994	1	0	1	1994	0	0	0	1994	0	0	0	1994	655	220	875
1995	1	0	1	1995	0	0	0	1995	0	0	0	1995	625	234	859
1996	0	0	0	1996	0	0	0	1996	0	0	0	1996	635	235	870
1997	1	0	1	1997	0	0	0	1997	0	0	0	1997	614	235	849
1998	0	0	0	1998	0	0	0	1998	0	0	0	1998	660	224	884
1999	1	0	1	1999	0	0	0	1999	0	0	0	1999	651	241	892
2000	1	0	1	2000	0	0	0	2000	1	0	1	2000	605	190	795

- Overall, approximately 90 percent of fatal crashes in 2000 resulted in a single fatality.
- Historically, rural fatal crashes consistently have a higher ratio of multiple fatalities versus urban fatal crashes (9.4 percent versus 5.3 percent in 2000).

Table 29. Rural and Urban Crashes by Object Collided With and Severity, 2000

COLLISION WITH ...	Fatal Crashes			Personal Injury			Property Damage			Total Crashes		
	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total
Other Motor Vehicle	312	112	424	10,414	21,979	32,393	28,547	76,030	104,577	39,273	98,121	137,394
Pedestrian	24	26	50	217	1,111	1,328	34	100	134	275	1,237	1,512
Bicyclist	4	7	11	165	897	1,062	41	173	214	210	1,077	1,287
RR Train	13	4	17	35	63	98	50	88	138	98	155	253
Animal Drawn Vehicle	4	1	5	26	10	36	60	35	95	90	46	136
Deer	4	0	4	301	36	337	10,132	898	11,030	10,437	934	11,371
Other Animal	2	0	2	88	16	104	950	230	1,180	1,040	246	1,286
Fixed Object	499	113	612	11,807	6,110	17,917	22,106	12,015	34,121	34,412	18,238	52,650
Other	10	3	13	241	170	411	1,184	772	1,956	1,435	945	2,380
TOTAL	872	266	1,138	23,294	30,392	53,686	63,104	90,341	153,445	87,270	120,999	208,269

Note: This report counts collisions, not crashes. A vehicle may collide with an object from more than one category. Also, non-collision crashes are not counted.

Table 29 describes the other object struck in a *Collision* crash. Since a vehicle can hit more than one object in a crash, multiple entries can be made on the crash report.

- *More than 50 percent of all fatal crashes involved striking a Fixed Object.*
- *For the second year in a row, the number of crashes involving a RR Train and motor vehicle collision decreased (by 10.3 percent).*
- *Only 37.3 percent of fatal crashes involved a collision with another motor vehicle, compared to 60.3 percent of personal injury crashes and 68.2 percent of property damage crashes.*

crashes

Table 30. Rural and Urban Crashes by Fixed Object Struck and Severity, 2000

Type of Fixed Object	Fatal Crashes			Personal Injury			Property Damage			Total Crashes		
	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total
Light Support/Utility Pole	61	21	82	1,586	1,173	2,759	2,751	2,126	4,877	4,398	3,320	7,718
Guardrail/Median	43	14	57	942	624	1,566	2,380	1,303	3,683	3,365	1,941	5,306
Impact Attenuator	2	0	2	27	27	54	64	56	120	93	83	176
Sign Post	30	11	41	610	523	1,133	1,517	1,173	2,690	2,157	1,707	3,864
Tree	113	15	128	2,045	688	2,733	3,024	1,105	4,129	5,182	1,808	6,990
Building/Wall	3	9	12	95	337	432	196	660	856	294	1,006	1,300
Curbing	4	21	25	165	1,040	1,205	325	1,799	2,124	494	2,860	3,354
Fence	36	2	38	747	302	1,049	2,071	759	2,830	2,854	1,063	3,917
Bridge Support	7	1	8	148	85	233	256	169	425	411	255	666
Culvert/Drainage Structure	24	1	25	580	120	700	825	190	1015	1,429	311	1,740
Snow Embankment	2	1	3	202	92	294	640	284	924	844	377	1,221
Earth Embankment/Ditch	166	10	176	4,015	661	4,676	5,930	965	6,895	10,111	1,636	11,747
Fire Hydrant	0	1	1	15	106	121	77	285	362	92	392	484
Traffic Signal	0	2	2	9	74	83	24	96	120	33	172	205
Mailbox	17	2	19	351	114	465	1,146	375	1,521	1,514	491	2,005
Other Fixed Object	22	4	26	555	383	938	1,126	916	2,042	1,703	1,303	3,006
Total	530	115	645	12,092	6,349	18,441	22,352	12,261	34,613	34,974	18,725	53,699

Note: This report counts fixed objects struck, not crashes. There may have been more than one fixed object in some crashes.

Table 30 provides details on collisions with fixed objects such as *Trees*, *Guardrails*, etc. Historically, there have not been significant changes in the types of objects struck.

- *While 1.8 percent of the crashes that involved striking a Tree resulted in a fatality, only 1.1 percent of the crashes that involved the striking of a Guardrail/Median/Impact Attenuator resulted in a fatality.*
- *The unique differences between urban and rural environments lead to a different type of fixed object struck.*

People

TOPICS

Fatalities and Injuries by Role

Drivers

Non-Occupants

Safety Restraint Data

In 2000, there were 888 people killed as a result of a highway crash in Indiana. This is equivalent to one person being killed every 10 hours, every day of every week. Nonetheless, this represented an improvement over 1999, when an additional 133 people were killed on Indiana's roadways.

Chapter 4 looks at the people involved in Indiana's crashes, with tables and graphs showing demographic breakdowns by gender, age, role, locale and physical status. Additional factors such as alcohol-involvement and time of day are also depicted.

Gender: Males, representing 65.3 percent of the fatalities, were three times more likely to be involved in a fatal crash than female drivers, possibly due to their lower seat belt usage rates. Male drivers also represented 60.0 percent of the severely injured and 55.8 percent of the property damage crashes. In alcohol-related fatal crashes, 80.1 percent of the drivers were male. The 21–34-age bracket (male and female combined) was involved in nearly 40 percent of the alcohol-related crashes (yet this age group represents only 24.7 percent of the licensed drivers), with males having three out of four of these crashes.

Rural/Urban: Crashes in both rural and urban areas decreased from 1999; however, rural areas continued to account for 77.5 percent of the fatalities and 57.0 percent of the seriously injured people. There were 73 fewer rural fatalities, down 9.6 percent from 1999, and 60 fewer urban fatalities, down 23.1 percent.

Alcohol: During the past four years, drinking drivers involved in crashes have decreased each year—down 6.5 percent from 1997. The rate of drivers in alcohol-related crashes per 1,000 licensed drivers was greatest among the 21–24-year-old drivers (7.11 of every 1,000 licensed drivers) and decreased with age. A 21–24-year-old driver was greater than five times more likely to be involved in an alcohol-related crash than a 55–64-year-old driver (1.38 of every 1,000 licensed drivers). Drivers under the legal alcohol drinking age of 21 were identified

as “had been drinking” in 873 instances. This is 10.3 percent of the total “had been drinking” crashes but represents a decrease from the 992 underage drinking drivers involved in year 1999 crashes.

Crash Rates: Drivers in the 16–17-year-old age group were more than 2½ times as likely to have a crash, and more than twice as likely that the crash would be fatal as all other age groups combined. The crash rate per 1,000 licensed drivers decreased with age until age 75 and then a slight increase was noted.

Time of Day: The hours between 3:00 PM and 5:59 PM, 12.5 percent of the day, was the most common time for crashes to occur, and represented 26.7 percent of all crashes. Likewise, 3:00 PM to 5:59 PM, typically the after school time period, had 32.0 percent of the crashes involving younger drivers (16 and 17 years old). During this time period, crashes were over two times more likely to occur than in the 6:00 AM to 8:59 AM period when people normally would be traveling to work or school.

Pedestrians: Pedestrian fatalities continued a six-year trend with a decrease of 10 fatalities versus 1999 (66 fatalities to 56 fatalities), down 32.5 percent from 1994. Ten children under the age of 16 (17.9 percent of the total pedestrian fatalities) were killed. Despite a decrease of 46 pedestrian fatalities and/or injuries for children under the age of 16 (over 1999), this age group continued to represent 36.0 percent of the total pedestrian fatalities or injuries. Almost 54 percent of pedestrian crashes happened while crossing a road with 22.6 percent of those actually occurring at an intersection. Predictably, most crashes involving a pedestrian resulted in an injury or death to the pedestrian and 80.6 percent of pedestrian-involved crashes occurred in urban areas.

Bicyclists: Bicyclist fatalities decreased for the first time in three years to 10 fatalities. There were four fewer fatalities than in 1999, making it the lowest year since 1996 (when there were six fatalities). As expected, 84.2 percent of bicyclist crashes were classified as being in an urban area. Over 56 percent of bicyclist crashes were

between the hours of 2:00 PM and 6:59 PM, while 77.7 percent were on a weekday. Males represented 9 of the 10 bicyclists killed, and accounted for more than three out of four riders in a bicycle crash. A total of 540 bicyclists (53.0 percent) involved in bicycle-motor vehicle crashes were between the ages of 5 and 15. Six of the ten bicyclist fatalities were 16 years old or older.

Restraint Use: The data clearly shows that proper restraint use greatly reduces the injury severity in crashes. Killed drivers were found to be properly restrained only 35 percent of the time, while in moderate injuries, the drivers were restrained almost 64 percent of the time. Restraint usage cannot guarantee that a person will survive a crash, but seat belts have proven to be effective in approximately 45 percent of crashes. In 2000, 417 vehicle occupant fatalities were unrestrained. If they had been restrained, an estimated 188 deaths (45 percent) could have been avoided. Occupant restraint use among all injury severities was up 1.6 percent from 1999, but for occupant fatalities, seat belt use was down 1.8 percent.

Indiana's June 2002 observation seat belt survey, conducted annually throughout the state, utilizes a methodology that provides a statistically sound cross-section of restraint use. The survey results are (1) restraint use was up to 72.2 percent, a record level for all vehicle types, representing an increase of 4.8 percentage points from 2001, (2) passenger car occupants' restraint use was at 78.2 percent, up 2.2 percentage points, (3) seat belt usage among pickup truck occupants increased by 5.5 percentage points to 47.4 percent (weighted), continuing to have the lowest seat belt usage of all the vehicle types, due to their exclusion from Indiana's primary seat belt law, (4) female seat belt use rates are nearly 15 percent higher than their male counterparts, (5) the younger driver age group (under 21 years old) showed a substantial improvement in seat belt usage rates (10.7 percentage points), and were higher than their older driver counterparts.

Table 31. Rural and Urban Fatalities by Age, Role and Gender, 2000

Age	Vehicle ¹						Motorcycle ²						Bicyclist			Pedestrian			Total ³ Fatalities			
	Driver			Passenger			Driver			Passenger			Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot	
	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot										
RURAL																						
0-4	0	0	0	7	5	12	0	0	0	0	0	0	0	0	0	0	0	0	7	5	12	
5-9	0	0	0	7	3	10	0	0	0	0	0	0	0	0	0	2	2	4	9	5	14	
10-15	0	0	0	11	9	20	0	0	0	0	1	1	1	0	1	1	2	3	13	12	25	
16-17	21	11	32	9	6	15	0	0	0	0	0	0	0	0	0	1	0	1	31	17	48	
18-20	32	7	39	13	11	24	5	0	5	0	0	0	0	0	0	1	0	1	51	18	69	
21-24	35	14	49	15	8	23	3	0	3	0	1	1	0	0	0	2	0	2	55	23	78	
25-34	52	15	67	8	11	19	9	0	9	0	0	0	0	0	0	3	0	3	72	26	98	
35-44	55	20	75	10	9	19	8	0	8	1	0	1	1	0	1	2	1	3	77	30	107	
45-54	40	23	63	3	6	9	10	0	10	0	0	0	1	0	1	2	3	5	56	32	88	
55-64	20	12	32	1	8	9	5	1	6	0	2	2	0	0	0	0	1	1	26	24	50	
65-74	19	11	30	2	10	12	0	0	0	0	0	0	0	0	0	0	0	0	21	21	42	
75+	13	18	31	3	13	16	1	0	1	0	0	0	0	0	0	0	0	0	17	31	48	
UNK	1	0	1	3	0	5	0	0	0	0	1	1	0	0	0	1	0	2	5	1	9	
TOTAL	288	131	419	92	99	193	41	1	42	1	5	6	3	0	3	15	9	25	440	245	688	
URBAN																						
0-4	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	
5-9	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	2	3	0	3	
10-15	0	0	0	1	1	2	0	1	1	0	0	0	0	1	1	0	1	1	1	4	5	
16-17	2	0	2	2	2	4	1	0	1	0	0	0	1	0	1	0	0	0	6	2	8	
18-20	4	2	6	3	3	6	3	1	4	0	1	1	0	0	0	0	0	0	10	7	17	
21-24	6	0	6	1	2	3	4	0	4	0	0	0	0	0	0	0	0	0	11	2	13	
25-34	13	3	16	5	1	6	8	0	8	0	0	0	1	0	1	1	2	3	28	6	34	
35-44	15	5	20	3	1	4	2	0	2	0	1	1	1	0	1	3	2	5	24	9	33	
45-54	11	5	16	0	1	1	1	0	1	0	1	1	0	0	0	4	0	4	16	7	23	
55-64	7	1	8	0	2	2	2	0	2	0	0	0	0	0	0	3	1	4	12	4	16	
65-74	7	4	11	0	1	1	0	0	0	0	0	0	1	0	1	3	2	5	11	7	18	
75+	11	3	14	2	3	5	0	0	0	0	0	0	0	0	0	1	5	6	14	11	25	
UNK	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	1	0	1	3	0	3	
TOTAL	76	23	99	19	18	37	21	2	23	0	3	3	6	1	7	18	13	31	140	60	200	

1 = Vehicle includes any motor vehicle except motorcycles, mopeds, motorized bicycles, motor scooters and minibikes.

2 = Motorcycle includes motorcycles, mopeds, motorized bicycles, motor scooters and minibikes.

3 = Totals include persons of unknown gender.

Note: Tables count fatalities, not crashes.

Legend: Fem=Female; Tot=Total

- Urban area and rural area crashes decreased by 23.1 percent and 9.6 percent, respectively, from 1999.
- Rural roads saw 77.5 percent of the fatalities.
- 61 children (under the age of 16) were killed in 2000, an increase of 6 over 1999, while total fatalities decreased by 133 between the two years.
- Males accounted for 65.3 percent of those killed in 2000.

Table 32. Rural and Urban Injuries by Age, Role and Gender, 2000

Age	Vehicle ¹						Motorcycle ²						Bicyclist			Pedestrian			Total ³ Injuries*		
	Driver			Passenger			Driver			Passenger											
	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot
RURAL																					
0-4	5	4	9	278	237	517	0	0	0	0	0	0	1	0	1	4	3	7	288	244	534
5-9	1	0	1	337	358	698	1	0	1	1	2	3	27	7	34	19	9	28	386	376	765
10-15	39	32	71	572	729	1,307	31	6	37	9	8	17	32	9	41	17	19	36	700	803	1,509
16-17	1,044	945	1,990	442	538	984	17	1	18	2	5	7	5	3	8	7	4	11	1,517	1,496	3,018
18-20	1,323	1,064	2,389	434	465	900	61	2	63	5	6	11	4	2	6	19	7	26	1,846	1,546	3,395
21-24	1,186	871	2,057	339	315	662	95	6	101	2	10	12	4	0	4	13	7	20	1,639	1,209	2,856
25-34	1,899	1,684	3,583	400	454	861	130	6	136	2	21	23	6	7	13	24	11	35	2,461	2,183	4,651
35-44	1,769	1,552	3,322	233	387	621	159	19	178	0	29	29	9	2	11	19	12	32	2,189	2,001	4,193
45-54	1,192	1,063	2,255	128	323	452	120	12	132	1	17	18	7	1	8	14	11	25	1,462	1,427	2,890
55-64	697	596	1,295	71	216	287	52	3	55	0	5	5	3	0	3	5	4	9	828	824	1,654
65-74	412	337	749	58	217	276	11	0	11	0	2	2	1	1	2	2	2	4	484	559	1,044
75+	308	262	571	47	156	206	6	0	6	0	0	0	1	0	1	1	3	4	363	421	788
UNK	30	28	68	176	338	2,233	4	1	5	0	7	7	5	3	12	7	3	17	222	380	2,342
TOTAL	9,905	8,438	18,360	3,515	4,733	10,004	687	56	743	22	112	134	105	35	144	151	95	254	14,385	13,469	29,639
URBAN																					
0-4	4	4	8	365	337	708	0	0	0	2	1	3	6	1	7	50	23	74	427	366	800
5-9	3	4	7	472	519	1,005	0	0	0	1	2	3	135	53	189	128	61	190	739	639	1,394
10-15	23	25	48	554	954	1,521	51	10	61	17	13	30	214	56	273	118	92	210	977	1,150	2,143
16-17	630	900	1,530	341	569	916	36	1	37	2	7	9	37	10	49	33	22	55	1,079	1,509	2,596
18-20	1,204	1,561	2,767	421	690	1,114	81	3	84	2	14	16	40	11	52	32	35	67	1,780	2,314	4,100
21-24	1,276	1,381	2,659	403	534	941	127	4	131	3	10	13	28	7	36	49	22	71	1,886	1,958	3,851
25-34	2,378	2,711	5,093	487	752	1,244	197	20	217	2	23	25	57	13	70	68	43	111	3,189	3,562	6,760
35-44	2,024	2,437	4,469	333	687	1,022	185	11	196	3	20	24	40	10	51	92	62	154	2,677	3,227	5,916
45-54	1,553	1,751	3,306	193	498	695	113	8	121	0	9	9	32	6	38	64	47	111	1,955	2,319	4,280
55-64	845	1,008	1,856	93	318	411	31	2	33	0	2	2	13	1	14	28	23	51	1,010	1,354	2,367
65-74	555	624	1,180	56	292	350	10	0	10	1	2	3	9	0	9	17	15	32	648	933	1,584
75+	428	514	943	56	247	306	6	0	6	0	1	1	1	0	1	16	18	35	507	780	1,292
UNK	37	42	93	295	583	3,701	3	0	5	2	3	8	53	10	75	23	16	72	413	654	3,954
TOTAL	10,960	12,962	23,959	4,069	6,980	13,934	840	59	901	35	107	146	665	178	864	718	479	1,233	17,287	20,765	41,037

1 = Vehicle includes any motor vehicle except motorcycles, mopeds, motorized bicycles, motor scooters and minibikes.

2 = Motorcycle includes motorcycles, mopeds, motorized bicycles, motor scooters and minibikes.

3 = Totals include persons of unknown gender.

Note: Tables count injuries, not crashes.

Legend: Fem=Female; Tot=Total

* The ISP crash reporting process consists of several different records within the master crash file. In the preparation of the various tables and figures for the Crash Book, different record fields are used to create the various tables and figures. Table 1, where injuries are first reported, extracts its data from the environmental record file. Table 32 extracts its data from the driver record file, the pedestrian record file and the injured record file. In the completion of the crash form by the investigating officer (or it could be self-reported) and/or in the data entry process, differences in counts are the result of data entry and/or missing data. For example, the officer may have indicated that there were three people injured (in the environmental file) but details were only entered on two of the injured (injured file). In the case of 2000 data, there were two discrepancies.

- Total injuries dropped over 3 percent from 1999. 58 percent of injuries occurred in urban areas.

Table 33. Rural and Urban Serious Injuries by Age, Role and Gender, 2000

Age	Vehicle ¹						Motorcycle ²						Bicyclist			Pedestrian			Total ³ Serious Injuries		
	Driver			Passenger			Driver			Passenger											
	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot
RURAL																					
0-4	1	1	2	21	14	35	0	0	0	0	0	0	0	0	0	2	0	2	24	15	39
5-9	1	0	1	25	35	60	0	0	0	0	0	0	4	0	4	7	4	11	37	39	76
10-15	10	5	15	60	55	115	9	3	12	0	2	2	5	0	5	7	6	13	91	71	162
16-17	112	78	191	45	52	98	6	0	6	0	1	1	1	2	3	1	0	1	165	133	300
18-20	165	112	277	55	54	109	16	0	16	1	0	1	1	0	1	5	3	8	243	169	412
21-24	174	86	260	59	39	98	33	1	34	2	4	6	2	0	2	1	2	3	271	132	403
25-34	256	141	397	70	47	118	38	2	40	0	3	3	3	0	3	11	5	16	378	198	577
35-44	241	132	373	37	40	78	54	8	62	0	13	13	2	0	2	7	2	9	341	195	537
45-54	157	105	262	15	31	46	36	4	40	1	6	7	3	0	3	1	2	3	213	148	361
55-64	93	52	145	8	27	35	17	1	18	0	3	3	1	0	1	3	2	5	122	85	207
65-74	42	42	84	8	28	36	4	0	4	0	0	0	1	0	1	1	0	1	56	70	126
75+	47	33	81	6	17	24	1	0	1	0	0	0	0	0	0	0	1	1	54	51	107
UNK	4	6	11	21	32	63	2	1	3	0	2	2	1	0	1	1	1	3	29	42	83
TOTAL	1,303	793	2,099	430	471	915	216	20	236	4	34	38	24	2	26	47	28	76	2,024	1,348	3,390
URBAN																					
0-4	0	0	0	12	14	26	0	0	0	0	0	0	0	0	0	5	2	7	17	16	33
5-9	1	0	1	12	17	29	0	0	0	0	0	0	20	4	24	30	11	41	63	32	95
10-15	2	1	3	28	29	57	15	2	17	3	2	5	19	7	26	23	14	37	90	55	145
16-17	35	35	70	16	23	39	6	0	6	1	2	3	4	1	5	9	4	13	71	65	136
18-20	91	67	159	27	26	53	19	0	19	0	2	2	5	1	6	5	3	8	147	99	247
21-24	117	73	191	31	26	57	30	1	31	0	1	1	3	0	3	9	5	14	190	106	297
25-34	195	121	316	42	46	88	52	7	59	1	4	5	6	1	7	22	9	31	318	188	506
35-44	140	108	248	16	23	39	69	3	72	0	3	4	8	1	10	17	15	32	250	153	405
45-54	115	74	189	13	19	32	30	2	32	0	2	2	6	1	7	19	12	31	183	110	293
55-64	65	43	108	1	16	17	7	0	7	0	0	0	2	0	2	7	3	10	82	62	144
65-74	42	34	76	4	5	9	2	0	2	0	0	0	0	0	0	2	2	4	50	41	91
75+	37	29	66	2	14	17	1	0	1	0	0	0	0	0	0	6	4	10	46	47	94
UNK	2	1	3	16	22	48	0	0	1	0	0	1	8	0	12	5	2	10	31	25	75
TOTAL	842	586	1,430	220	280	511	231	15	247	5	16	23	81	16	102	159	86	248	1,538	999	2,561

1 = Vehicle includes any motor vehicle except motorcycles, mopeds, motorized bicycles, motor scooters and minibikes.

2 = Motorcycle includes motorcycles, mopeds, motorized bicycles, motor scooters and minibikes.

3 = Totals include persons of unknown gender.

Note: Tables count serious injuries, not crashes.

Legend: Fem=Female; Tot=Total

- Following the historical pattern, 57 percent of serious injuries occurred in rural locales.

Table 34

- In 2000, 15 children 0–4 years old (8 male, 7 female) sustained minor injuries while driving a motor vehicle.
- 59 percent of minor injuries were associated with urban crashes.

Table 34. Rural and Urban Minor Injuries by Age, Role and Gender, 2000

Age	Vehicle ¹						Motorcycle ²						Bicyclist			Pedestrian			Total ³ Minor Injuries		
	Driver			Passenger			Driver			Passenger											
	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot
RURAL																					
0-4	4	3	7	257	223	482	0	0	0	0	0	0	1	0	1	2	3	5	264	229	495
5-9	0	0	0	312	323	638	1	0	1	1	2	3	23	7	30	12	5	17	349	337	689
10-15	29	27	56	512	674	1,192	22	3	25	9	6	15	27	9	36	10	13	23	609	732	1,347
16-17	932	867	1,799	397	486	886	11	1	12	2	4	6	4	1	5	6	4	10	1,352	1,363	2,718
18-20	1,158	952	2,112	379	411	791	45	2	47	4	6	10	3	2	5	14	4	18	1,603	1,377	2,983
21-24	1,012	785	1,797	280	276	564	62	5	67	0	6	6	2	0	2	12	5	17	1,368	1,077	2,453
25-34	1,643	1,543	3,186	330	407	743	92	4	96	2	18	20	3	7	10	13	6	19	2,083	1,985	4,074
35-44	1,528	1,420	2,949	196	347	543	105	11	116	0	16	16	7	2	9	12	10	23	1,848	1,806	3,656
45-54	1,035	958	1,993	113	292	406	84	8	92	0	11	11	4	1	5	13	9	22	1,249	1,279	2,529
55-64	604	544	1,150	63	189	252	35	2	37	0	2	2	2	0	2	2	2	4	706	739	1,447
65-74	370	295	665	50	189	240	7	0	7	0	2	2	0	1	1	1	2	3	428	489	918
75+	261	229	490	41	139	182	5	0	5	0	0	0	1	0	1	1	2	3	309	370	681
UNK	26	22	57	155	306	2,170	2	0	2	0	5	5	4	3	11	6	2	14	193	338	2,259
TOTAL	8,602	7,645	16,261	3,085	4,262	9,089	471	36	507	18	78	96	81	33	118	104	67	178	12,361	12,121	26,249
URBAN																					
0-4	4	4	8	353	323	682	0	0	0	2	1	3	6	1	7	45	21	67	410	350	767
5-9	2	4	6	460	502	976	0	0	0	1	2	3	115	49	165	98	50	149	676	607	1,299
10-15	21	24	45	526	925	1,464	36	8	44	14	11	25	195	49	247	95	78	173	887	1,095	1,998
16-17	595	865	1,460	325	546	877	30	1	31	1	5	6	33	9	44	24	18	42	1,008	1,444	2,460
18-20	1,113	1,494	2,608	394	664	1,061	62	3	65	2	12	14	35	10	46	27	32	59	1,633	2,215	3,853
21-24	1,159	1,308	2,468	372	508	884	97	3	100	3	9	12	25	7	33	40	17	57	1,696	1,852	3,554
25-34	2,183	2,590	4,777	445	706	1,156	145	13	158	1	19	20	51	12	63	46	34	80	2,871	3,374	6,254
35-44	1,884	2,329	4,221	317	664	983	116	8	124	3	17	20	32	9	41	75	47	122	2,427	3,074	5,511
45-54	1,438	1,677	3,117	180	479	663	83	6	89	0	7	7	26	5	31	45	35	80	1,772	2,209	3,987
55-64	780	965	1,748	92	302	394	24	2	26	0	2	2	11	1	12	21	20	41	928	1,292	2,223
65-74	513	590	1,104	52	287	341	8	0	8	1	2	3	9	0	9	15	13	28	598	892	1,493
75+	391	485	877	54	233	289	5	0	5	0	1	1	1	0	1	10	14	25	461	733	1,198
UNK	35	41	90	279	561	3,653	3	0	4	2	3	7	45	10	63	18	14	62	382	629	3,879
TOTAL	10,118	12,376	22,529	3,849	6,700	13,423	609	44	654	30	91	123	584	162	762	559	393	985	15,749	19,766	38,476

1 = Vehicle includes any motor vehicle except motorcycles, mopeds, motorized bicycles, motor scooters and minibikes.

2 = Motorcycle includes motorcycles, mopeds, motorized bicycles, motor scooters and minibikes.

3 = Totals include persons of unknown gender.

Note: Tables count minor injuries, not crashes.

Legend: Fem=Female; Tot=Total

Table 35. Drivers in Crashes by Age, Gender and Severity, 2000

Age	Fatal Crashes			Personal Injury			Property Damage			Total Crashes*		
	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
<15	1	0	1	119	68	188	252	167	420	372	235	609
15	0	1	1	113	69	182	232	174	406	345	244	589
16	25	9	34	1,496	1,431	2,928	4,769	3,730	8,507	6,290	5,170	11,469
17	29	17	46	2,085	1,749	3,836	6,140	4,467	10,632	8,254	6,233	14,514
18	36	10	46	2,081	1,561	3,648	6,391	4,334	10,742	8,508	5,905	14,436
19	30	8	38	1,866	1,385	3,258	5,787	3,930	9,731	7,683	5,323	13,027
20	26	10	36	1,620	1,375	2,997	5,371	3,689	9,081	7,017	5,074	12,114
21	29	12	41	1,519	1,069	2,588	4,813	3,386	8,207	6,361	4,467	10,836
22	23	7	30	1,443	1,009	2,454	4,234	2,998	7,248	5,700	4,014	9,732
23	20	14	34	1,299	905	2,207	3,990	2,789	6,786	5,309	3,708	9,027
24	21	8	29	1,174	833	2,009	3,751	2,492	6,261	4,946	3,333	8,299
25-34	200	58	258	9,723	7,630	17,378	32,661	21,746	54,513	42,584	29,434	72,149
35-44	194	59	253	8,955	7,054	16,028	30,356	20,844	51,318	39,505	27,957	67,599
45-54	145	48	193	6,484	4,812	11,307	22,205	14,717	36,997	28,834	19,577	48,497
55-64	75	27	102	3,664	2,633	6,308	12,938	7,602	20,575	16,677	10,262	26,985
65-74	47	27	74	2,257	1,613	3,874	7,508	4,686	12,223	9,812	6,326	16,171
75+	42	28	70	1,582	1,327	2,915	4,730	3,727	8,483	6,354	5,082	11,468
Unknown	1	3	9	564	323	2,805	4,527	2,850	25,635	5,092	3,176	28,449
Total	944	346	1,295	48,044	36,846	86,910	160,655	108,328	287,765	209,643	145,520	375,970

*Total columns include drivers whose gender was listed as unknown.

Note: Drivers of parked vehicles are excluded.

Table counts drivers, not crashes.

- *Male drivers were involved in 72.9 percent of all fatal crashes, but only 55.7 percent of personal injury and property damage crashes.*
- *Overall, female drivers had a 2.5 percent increase in crash involvement versus 1999, while male drivers had a 0.5 percent decrease.*

Table 36. Drivers in Crashes by Age and Gender, 2000

Age and Gender		All Crashes				Alcohol-Related Crashes			
		Fatal Crashes %	Personal Injury %	Property Damage %	Total Crashes %	Fatal Crashes %	Personal Injury %	Property Damage %	Total Crashes %
<21	Male	147	9,380	28,942	38,469	13	466	597	1,076
	% Total	11.4%	10.8%	10.1%	10.2%	5.5%	8.3%	8.6%	8.4%
	Female	55	7,638	20,491	28,184	7	207	213	427
	% Total	4.2%	8.8%	7.1%	7.5%	3.0%	3.7%	3.1%	3.3%
	Total	202	17,037	49,519	66,758	20	674	810	1,504
	% Total	15.6%	19.6%	17.2%	17.8%	8.5%	12.0%	11.7%	11.8%
21-34	Male	293	15,158	49,449	64,900	83	1,691	2,056	3,830
	% Total	22.6%	17.4%	17.2%	17.3%	35.2%	30.1%	29.6%	29.9%
	Female	99	11,446	33,411	44,956	18	533	663	1,214
	% Total	7.6%	13.2%	11.6%	12.0%	7.6%	9.5%	9.6%	9.5%
	Total	392	26,636	83,015	110,043	101	2,228	2,721	5,050
	% Total	30.3%	30.6%	28.8%	29.3%	42.8%	39.7%	39.2%	39.5%
35-54	Male	339	15,439	52,561	68,339	70	1,525	1,880	3,475
	% Total	26.2%	17.8%	18.3%	18.2%	29.7%	27.2%	27.1%	27.2%
	Female	107	11,866	35,561	47,534	19	613	714	1,346
	% Total	8.3%	13.7%	12.4%	12.6%	8.1%	10.9%	10.3%	10.5%
	Total	446	27,335	88,315	116,096	89	2,139	2,596	4,824
	% Total	34.4%	31.5%	30.7%	30.9%	37.7%	38.1%	37.4%	37.7%
55+	Male	164	7,503	25,176	32,843	12	125	171	308
	% Total	12.7%	8.6%	8.7%	8.7%	5.1%	2.2%	2.5%	2.4%
	Female	82	5,573	16,015	21,670	1	140	133	274
	% Total	6.3%	6.4%	5.6%	5.8%	0.4%	2.5%	1.9%	2.1%
	Total	246	13,097	41,281	54,624	23	496	576	1,095
	% Total	19.0%	15.1%	14.3%	14.5%	9.7%	8.8%	8.3%	8.6%
Total	Male	944	48,044	160,655	209,643	189	4,062	5,024	9,275
	% Total	72.9%	55.3%	55.8%	55.8%	80.1%	72.3%	72.4%	72.5%
	Female	346	36,846	108,328	145,520	46	1,501	1,732	3,279
	% Total	26.7%	42.4%	37.6%	38.7%	19.5%	26.7%	25.0%	25.6%
	Total	1,295	86,910	287,765	375,970	236	5,616	6,939	12,791
	% Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Note: This report counts drivers, not crashes. Drivers of parked vehicles are excluded.

Totals include drivers whose age or gender is unknown.

Example: Of all drivers involved in alcohol-related crashes in the State, 8.4% (1,076/12,791) were male drivers under the age of 21.

Also, of all drivers involved in fatal alcohol-related crashes 35.2% (83/236) were male drivers 21-34 years of age.

It is important to understand while reviewing the alcohol-related crash data that it cannot be assumed that each of the drivers involved in the crash was impaired. For example, if two drivers are involved in a crash and the crash is determined to be alcohol-related, both drivers are coded as having been involved in an alcohol-related crash, even though only one of the drivers was actually impaired.

- *Male drivers continued to be involved in 4 out of 5 fatal alcohol-involved crashes.*
- *The 21–34-year-old male driver continued to be over-represented in fatal alcohol crashes.*

people

- Across all age groups, most crashes occurred between Noon and 5:59 PM (45.7 percent).
- Male drivers were 2.5 times more likely to have a crash between Midnight and 5:59 AM, as compared to female drivers.

Table 37. Drivers in Crashes by Age, Gender and Time of Day, 2000

Age and Gender		Time Period				Total Crashes
		12:00 AM - 5:59 AM	6:00 AM - 11:59 AM	12:00 PM - 5:59 PM	6:00 PM - 11:59 PM	
<21	Male	2,462	7,359	17,566	10,300	38,469
	% Total	6.4%	19.1%	45.7%	26.8%	
	Female	1,140	5,752	13,503	7,181	28,184
	% Total	4.0%	20.4%	47.9%	25.5%	
	Total	3,607	13,128	31,114	17,504	66,758
21-34	% Total	5.4%	19.7%	46.6%	26.2%	
	Male	6,056	15,265	27,608	14,759	64,900
	% Total	9.3%	23.5%	42.5%	22.7%	
	Female	2,198	11,785	21,314	8,756	44,956
	% Total	4.9%	26.2%	47.4%	19.5%	
35-54	Total	8,267	27,092	49,003	23,550	110,043
	% Total	7.5%	24.6%	44.5%	21.4%	
	Male	4,473	18,431	30,270	13,817	68,339
	% Total	6.5%	27.0%	44.3%	20.2%	
	Female	1,781	12,906	23,204	8,664	47,534
55+	% Total	3.7%	27.2%	48.8%	18.2%	
	Total	6,271	31,394	53,566	22,513	116,096
	% Total	5.4%	27.0%	46.1%	19.4%	
	Male	1,245	9,736	15,948	5,223	32,843
	% Total	3.8%	29.6%	48.6%	15.9%	
55+	Female	417	6,200	11,620	2,926	21,670
	% Total	1.9%	28.6%	53.6%	13.5%	
	Total	1,665	15,966	27,613	8,167	54,624
	% Total	3.0%	29.2%	50.6%	15.0%	
Total	Male	14,485	51,900	93,436	45,061	209,643
	% Total	6.9%	24.8%	44.6%	21.5%	
	Female	5,604	37,342	71,016	28,010	145,520
	% Total	3.9%	25.7%	48.8%	19.2%	
	Total	22,155	93,359	171,831	77,941	375,970
	% Total	5.9%	24.8%	45.7%	20.7%	

Note: This report counts drivers, not crashes. Drivers of parked vehicles are excluded.

Totals include drivers whose age or gender is unknown.

Example: Of all female drivers under age 21 involved in crashes in the State, 47.9% (13,503/28,184) were involved in crashes between 12:00 PM and 5:59 PM.

Table 38. Percentage of Drivers in Crashes by Age and Time of Day, 2000

Age	12:00 AM - 2:59 AM	3:00 AM - 5:59 AM	6:00 AM - 8:59 AM	9:00 AM - 11:59 AM	12:00 PM - 2:59 PM	3:00 PM - 5:59 PM	6:00 PM - 8:59 PM	9:00 PM - 11:59 PM	UNK
<16	3.0%	1.9%	5.8%	11.2%	18.4%	33.9%	16.2%	7.2%	2.3%
16-17	2.8%	0.8%	11.5%	8.0%	16.0%	32.0%	15.9%	11.0%	2.1%
18-20	4.4%	2.2%	9.0%	10.9%	18.2%	27.3%	15.4%	10.4%	2.1%
21-24	4.7%	3.9%	10.5%	11.6%	18.2%	26.1%	14.3%	8.8%	1.9%
25-34	3.4%	3.5%	13.1%	12.8%	18.2%	26.4%	13.4%	7.2%	1.9%
35-44	2.7%	2.9%	13.3%	13.5%	18.5%	27.2%	13.4%	6.5%	2.0%
45-54	2.3%	2.9%	13.0%	14.4%	19.7%	27.1%	12.7%	5.9%	2.0%
55-64	1.9%	2.5%	11.7%	16.6%	21.5%	26.9%	11.8%	5.1%	2.1%
65-74	1.0%	1.0%	8.9%	20.6%	26.0%	25.8%	10.7%	3.8%	2.2%
75+	0.8%	0.6%	7.5%	23.7%	28.6%	25.4%	8.3%	2.6%	2.5%
Unknown	4.8%	3.4%	9.6%	10.7%	15.3%	21.7%	12.6%	9.2%	12.6%
TOTAL	3.1%	2.8%	11.6%	13.2%	19.0%	26.7%	13.3%	7.4%	2.8%

Note: Boxes indicate areas where there is over-representation.

Table 39. Percentage of Drivers in Fatal Crashes by Age and Time of Day, 2000

Age	12:00 AM - 2:59 AM	3:00 AM - 5:59 AM	6:00 AM - 8:59 AM	9:00 AM - 11:59 AM	12:00 PM - 2:59 PM	3:00 PM - 5:59 PM	6:00 PM - 8:59 PM	9:00 PM - 11:59 PM	UNK
<16	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	50.0%	0.0%
16-17	10.0%	2.5%	11.3%	12.5%	17.5%	18.8%	8.8%	15.0%	3.8%
18-20	9.2%	2.5%	10.0%	12.5%	12.5%	16.7%	15.8%	20.0%	0.8%
21-24	13.4%	11.2%	7.5%	9.0%	11.9%	17.2%	15.7%	11.9%	2.2%
25-34	14.7%	8.9%	8.5%	14.3%	16.7%	13.2%	7.4%	14.3%	1.9%
35-44	11.1%	4.0%	9.5%	14.2%	13.0%	18.2%	17.8%	11.9%	0.4%
45-54	5.7%	3.6%	9.8%	14.5%	18.1%	21.8%	15.0%	10.9%	0.5%
55-64	4.9%	3.9%	5.9%	20.6%	16.7%	20.6%	15.7%	11.8%	0.0%
65-74	0.0%	4.1%	6.8%	24.3%	29.7%	20.3%	8.1%	6.8%	0.0%
75+	1.4%	1.4%	4.3%	30.0%	27.1%	20.0%	12.9%	1.4%	1.4%
Unknown	33.3%	0.0%	0.0%	11.1%	11.1%	11.1%	22.2%	11.1%	0.0%
TOTAL	9.5%	5.3%	8.5%	15.4%	16.6%	17.9%	13.4%	12.4%	1.2%

Note: Boxes indicate areas where there is over-representation.

There were only 2 drivers under the age of 16 killed in a fatal crash during 2000.

Boxed areas are over-represented percentages for the specific age group. For example, Table 38 indicates that for the 16- and 17-year-old driver, 32.0 percent of their crashes were between the hours of 3:00 PM and 5:59 PM. Across all age groups, the involvement rate of drivers in crashes was 26.7 percent during the late afternoon hours of 3:00 PM and 5:59 PM. While Tables 38 and 39 shows the percent distribution of drivers in crashes by time of day, the actual number of drivers in crashes is shown in Tables 35, 36 and 37. To gain a better understanding of the crash data, Tables 38 and 39 should be used in conjunction with the other tables and data sets.

- *The period between 3:00 PM and 5:59 PM accounted for over ¼ of all drivers in crashes.*
- *The largest percentage of drivers below the age of 18 that were involved in crashes (approximately 33 percent) was during the typical after school hours of 3:00 PM and 5:59 PM.*
- *The percentage of older drivers (65+) in crashes tended to be during the mid-day hours of 9:00 AM to 2:59 PM.*
- *The highest percentage of drivers in fatal crashes (17.9 percent) was during the hours of 3:00 PM and 5:59 PM. However, Midnight to 5:59 AM accounted for nearly 15 percent of all drivers in fatal crashes.*

Table 40. Drivers in Crashes by Age and Physical Status, 2000

Age	Normal	Had Been Drinking	Physical Handicaps	Illness	Fatigued	Asleep	Medication or Drugs	Unknown	Total
<15	489	13	0	0	2	0	1	104	609
15	535	3	0	0	0	0	1	50	589
16	10,058	39	1	9	10	22	12	1,318	11,469
17	12,647	107	4	7	23	22	17	1,687	14,514
18	12,547	193	10	16	24	43	21	1,582	14,436
19	11,185	247	2	13	49	31	14	1,486	13,027
20	10,370	271	7	12	37	30	19	1,368	12,114
21	9,096	407	1	11	34	33	22	1,232	10,836
22	8,178	389	3	11	25	28	16	1,082	9,732
23	7,574	352	2	9	17	20	13	1,040	9,027
24	7,036	309	5	9	15	7	17	901	8,299
25-34	61,006	2,303	40	124	133	121	104	8,318	72,149
35-44	56,672	2,249	62	137	100	91	135	8,153	67,599
45-54	41,034	993	64	124	75	66	66	6,075	48,497
55-64	22,827	342	44	95	40	40	23	3,574	26,985
65-74	13,591	137	37	65	27	29	10	2,275	16,171
75+	9,589	57	50	79	17	21	6	1,649	11,468
Unknown	991	64	2	2	1	4	1	27,384	28,449
Total	295,425	8,475	334	723	629	608	498	69,278	375,970

Note: Drivers of parked vehicles are excluded.

- *Of 8,475 drivers in crashes whose apparent physical status was recorded by the investigating officer as “had been drinking,” 873, or 10.3 percent, were under the legal consumption age of 21.*
- *Officer reports of “medication or drugs” involvement by drivers in crashes (while fewer than 500 drivers) has been increasing every year and is almost 40 percent higher than reported in 1997.*

Table 41. Drivers in Crashes by Age and Severity, 2000

Age	Number of Licensed Drivers	Percent of Total Drivers	Percent of Total Drivers in Crashes	Percent of Drivers in Age Group Involved in Crashes	Number of Drivers Involved in Crashes	Drivers in Fatal Crashes	Drivers in Injury Crashes	Drivers in Property Damage Crashes
<15	0	0.00%	0.110%	N/A	609	1	188	420
15	0	0.00%	0.157%	N/A	589	1	182	406
16	39,820	1.01%	3.05%	28.8%	11,469	34	2,928	8,507
17	57,351	1.45%	3.86%	25.3%	14,514	46	3,836	10,632
18	66,214	1.67%	3.84%	21.8%	14,436	46	3,648	10,742
19	72,202	1.83%	3.46%	18.0%	13,027	38	3,258	9,731
20	72,315	1.83%	3.22%	16.8%	12,114	36	2,997	9,081
21	64,692	1.64%	2.88%	16.8%	10,836	41	2,588	8,207
22	69,200	1.75%	2.59%	14.1%	9,732	30	2,454	7,248
23	67,475	1.71%	2.40%	13.4%	9,027	34	2,207	6,786
24	68,986	1.74%	2.21%	12.0%	8,299	29	2,009	6,261
25-34	707,891	17.90%	19.19%	10.2%	72,149	258	17,378	54,513
35-44	861,425	21.78%	17.98%	7.8%	67,599	253	16,028	51,318
45-54	755,240	19.10%	12.90%	6.4%	48,497	193	11,307	36,997
55-64	489,399	12.38%	7.18%	5.5%	26,985	102	6,308	20,575
65-74	345,981	8.75%	4.30%	4.7%	16,171	74	3,874	12,223
75+	216,256	5.47%	3.05%	5.3%	11,468	70	2,915	8,483
Unknown	0	0.00%	7.57%	N/A	28,449	9	2,805	25,635
Total	3,954,446				375,970	1,295	86,910	287,765

2000 licensed drivers estimated from 1999 counts.

Legend: N/A=Not Applicable

Note: Drivers of parked vehicles excluded.

Boxes indicate areas where there is an over-representation.

Boxed areas indicate over-represented areas for crash involvement by age groups. For example, drivers age 16-years old comprise only 3 percent of the total number of licensed drivers in Indiana. Nonetheless, nearly 30.0 percent (11,469) of all 16-year-old licensed drivers (39,820) will be involved in a crash during their first year of licensure.

- *Nearly 3 out of 10 licensed 16-year-old drivers were involved in a motor vehicle crash during their first year of licensure.*

- *While the number of licensed drivers involved in a crash increased by 1.0 percent, the number of drivers involved in fatal crashes decreased by 8.0 percent versus 1999 statistics.*

Table 42. Total Crashes and Fatal Crashes per 1,000 Licensed Drivers by Driver Age, 2000

Age	Drivers in Fatal Crashes	% of Total Drivers in Fatal Crashes	Drivers in All Crashes	% of Total Drivers in All Crashes	Licensed Drivers	% of Licensed Drivers	Drivers in Fatal Crashes per 1,000 Licensed Drivers	Drivers in All Crashes per 1,000 Licensed Drivers
<16	2	0.2%	1,198	0.3%	0	0.0%	N/A	N/A
16-17	80	6.2%	25,983	6.9%	97,170	2.5%	0.82	267.4
18-20	120	9.3%	39,577	10.5%	210,731	5.3%	0.57	187.8
21-24	134	10.3%	37,894	10.1%	270,353	6.8%	0.50	140.2
25-34	258	19.9%	72,149	19.2%	707,891	17.9%	0.36	101.9
35-44	253	19.5%	67,599	18.0%	861,425	21.8%	0.29	78.5
45-54	193	14.9%	48,497	12.9%	755,240	19.1%	0.26	64.2
55-64	102	7.9%	26,985	7.2%	489,399	12.4%	0.21	55.1
65-74	74	5.7%	16,171	4.3%	345,981	8.7%	0.21	46.7
75+	70	5.4%	11,468	3.1%	216,256	5.5%	0.32	53.0
Unknown	9	0.7%	28,449	7.6%	0	0.0%	N/A	N/A
TOTAL	1,295	100.0%	375,970	100.0%	3,954,446	100.0%	0.33	95.1

2000 licensed drivers estimated from 1999 counts.

Note: Drivers of parked vehicles are excluded.

Legend: N/A=Not Applicable

- *Younger drivers (through the age of 34) represented 45.9 percent of all drivers in fatal crashes.*
- *Drivers in the 16-17-year-old age group are more than 2.5 times more likely to have a crash and the crash be fatal than all licensed drivers.*

Figures 35 and 36

Crash Facts subdivides the under 21-year-old driver into two age groups; 16- and 17-year-old drivers and the 18–20-year-old drivers. The 16- and 17-year-old driver is 50 percent more likely to be involved in a crash than the 18–20-year-old driver and 5 times as likely to be involved in a crash as the 55–64-year-old group of drivers. However, in reviewing the alcohol-related crashes, the 16–17-year-old driver has a similar involvement rate as compared to the 35–44-year-old driver, and a 50 percent higher involvement rate as compared to the 45–54-year-old driver. This would indicate that there is a likelihood of underage drinking with this age group.

While the State average for involvement in fatal crashes decreased by 20 percent (0.41 fatal crashes/1,000 licensed drivers in 1999), the largest reductions were achieved with the 18–20, 35–44, 55–64, and the 75+ driver age groupings. Slight increases were noted with both the 16–17 and 65–74 age groupings.

Figure 35. Total Crash Rates and Alcohol-Related Crash Rates per 1,000 Licensed Drivers by Driver Age, 2000

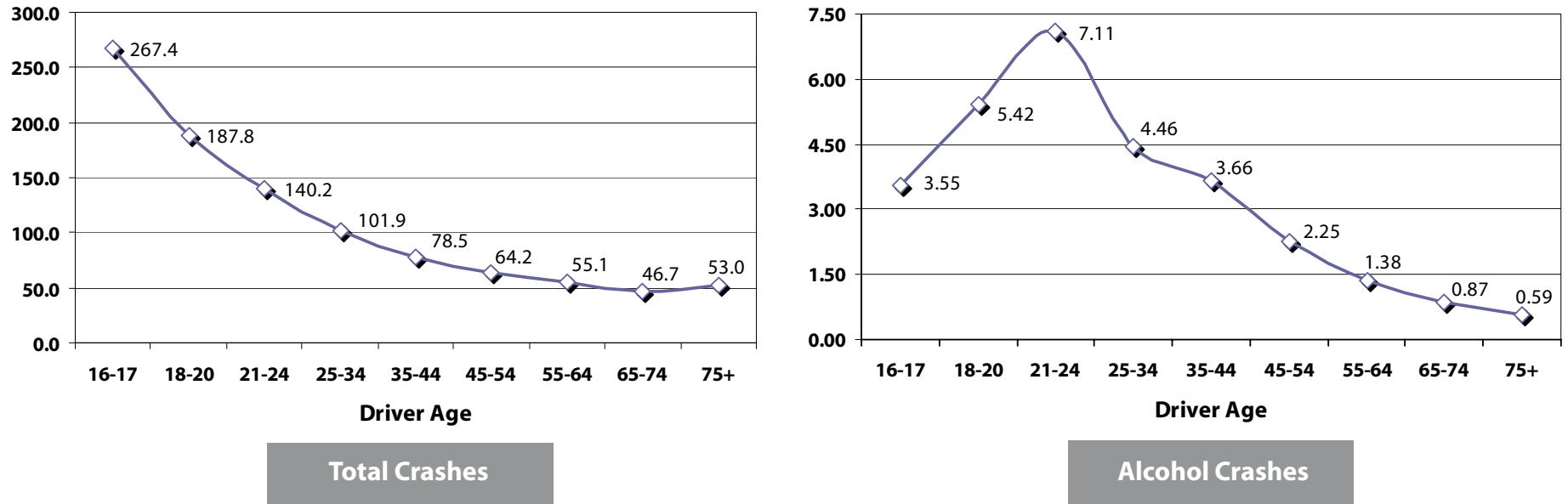
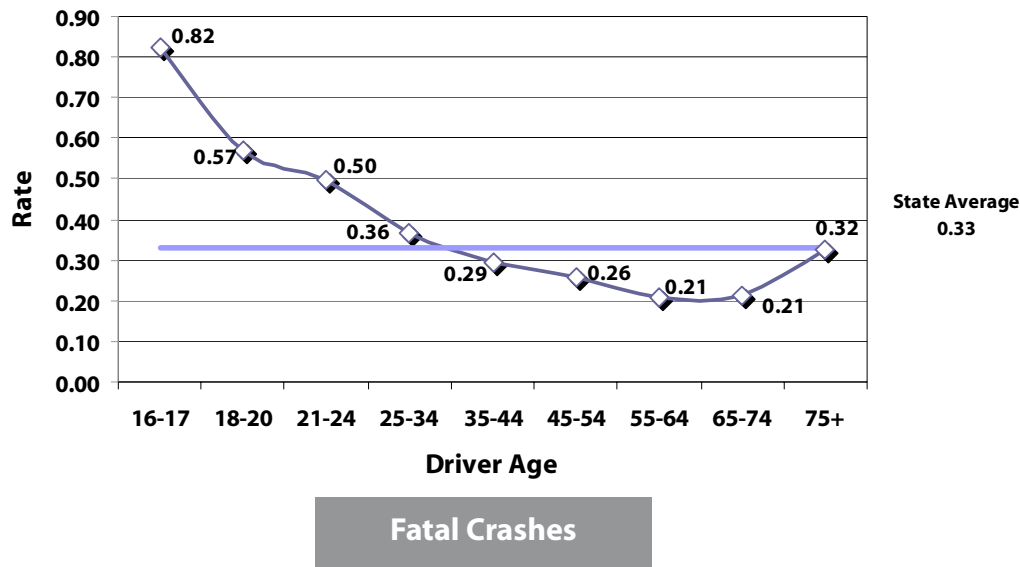


Figure 36. Fatal Crash Rates per 1,000 Licensed Drivers by Driver Age, 2000



Note: 2000 licensed drivers estimated from 1999 counts.

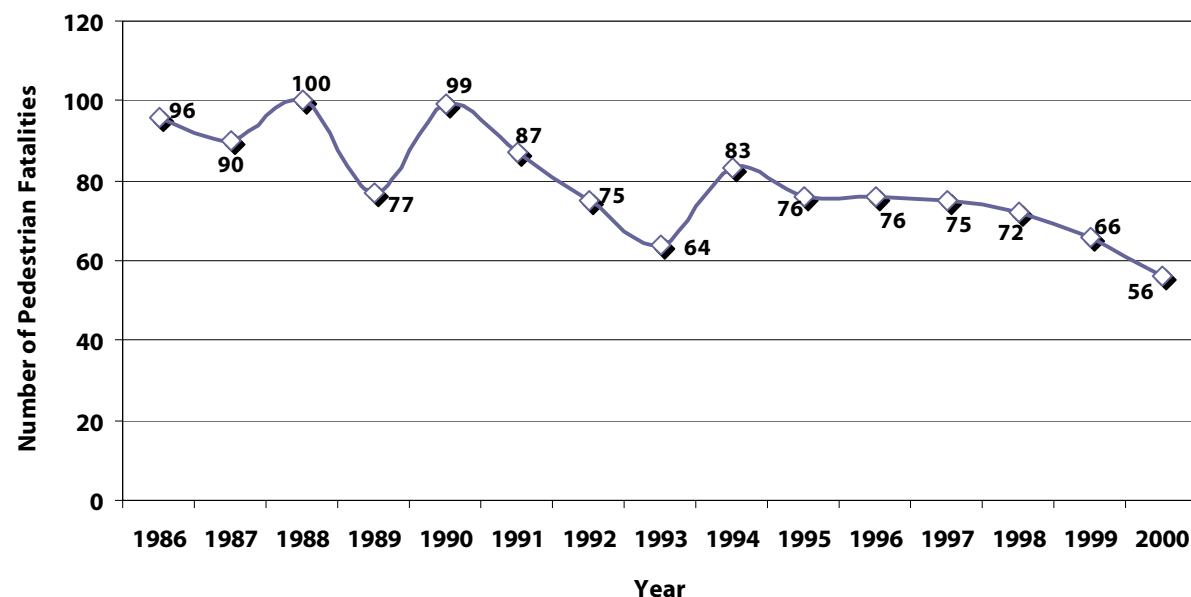
Table 43. In-State and Out-of-State Drivers in Indiana Crashes by Month, 2000

Month	Indiana			Out-of-State			Unknown			Total		
	Fatality	Other	Total	Fatality	Other	Total	Fatality	Other	Total	Fatality	Other	Total
January	28	26,636	26,664	3	2,580	2,583	1	3,268	3,269	32	32,484	32,516
February	38	22,148	22,186	1	2,005	2,006	2	2,858	2,860	41	27,011	27,052
March	43	22,145	22,188	3	2,032	2,035	1	2,850	2,851	47	27,027	27,074
April	41	22,877	22,918	4	2,168	2,172	2	2,914	2,916	47	27,959	28,006
May	45	26,459	26,504	3	2,475	2,478	0	3,527	3,527	48	32,461	32,509
June	51	25,555	25,606	12	2,762	2,774	6	3,323	3,329	69	31,640	31,709
July	54	22,871	22,925	5	2,635	2,640	1	3,168	3,169	60	28,674	28,734
August	43	24,695	24,738	3	2,568	2,571	2	3,212	3,214	48	30,475	30,523
September	53	25,474	25,527	9	2,496	2,505	1	3,260	3,261	63	31,230	31,293
October	49	25,507	25,556	6	2,604	2,610	2	3,307	3,309	57	31,418	31,475
November	33	26,594	26,627	4	2,590	2,594	1	3,219	3,220	38	32,403	32,441
December	25	34,305	34,330	5	3,360	3,365	3	4,940	4,943	33	42,605	42,638
Total	503	305,266	305,769	58	30,275	30,333	22	39,846	39,868	583	375,387	375,970

Note: Drivers of parked vehicles are excluded.

- *86 percent of the driver fatalities were Indiana residents.*
- *The greatest number of crashes by both in-state and out-of-state drivers continued to occur in the month of December and showed a 19.6 percent increase over the same month in 1999.*

Figure 37. Pedestrian Fatalities, 1986–2000



- Pedestrian fatalities have continued to decline over the past six years, with 2000 showing a 15 percent decrease from 1999.

- 66 percent of the pedestrian crashes occurred between Noon and 8:59 PM.
- Most pedestrian crashes occurred on Friday and the least on Sunday.

Table 44. Pedestrian Crashes by Time of Day and Day of Week, 2000

	Sunday		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Total	
Time	Fatal	Total	Fatal	Total	Fatal	Total	Fatal	Total	Fatal	Total	Fatal	Total	Fatal	Total	Fatal	Total
Midnight - 2:59 AM	2	19	1	2	0	7	0	8	0	5	0	13	1	21	4	75
3:00 AM - 5:59 AM	1	8	0	1	1	9	1	6	2	9	1	6	0	13	6	52
6:00 AM - 8:59 AM	3	9	1	33	1	46	0	36	1	34	0	35	1	4	7	197
9:00 AM - 11:59 AM	2	15	1	29	0	23	1	31	0	31	1	36	3	37	8	202
Noon - 2:59 PM	0	43	1	65	1	40	1	51	2	48	1	67	1	53	7	367
3:00 PM - 5:59 PM	1	56	3	90	2	91	0	87	1	92	0	125	0	64	7	605
6:00 PM - 8:59 PM	1	41	0	60	1	51	2	86	3	69	2	71	2	72	11	450
9:00 PM - 11:59 PM	3	17	0	11	1	21	2	22	1	24	3	34	0	40	10	169
Unknown	0	2	0	4	0	10	0	2	0	7	1	4	1	2	2	31
Total	13	210	7	295	7	298	7	329	10	319	9	391	9	306	62	2,148

See Glossary for definition of a pedestrian crash.

Table counts the number of fatal crashes, not fatalities.

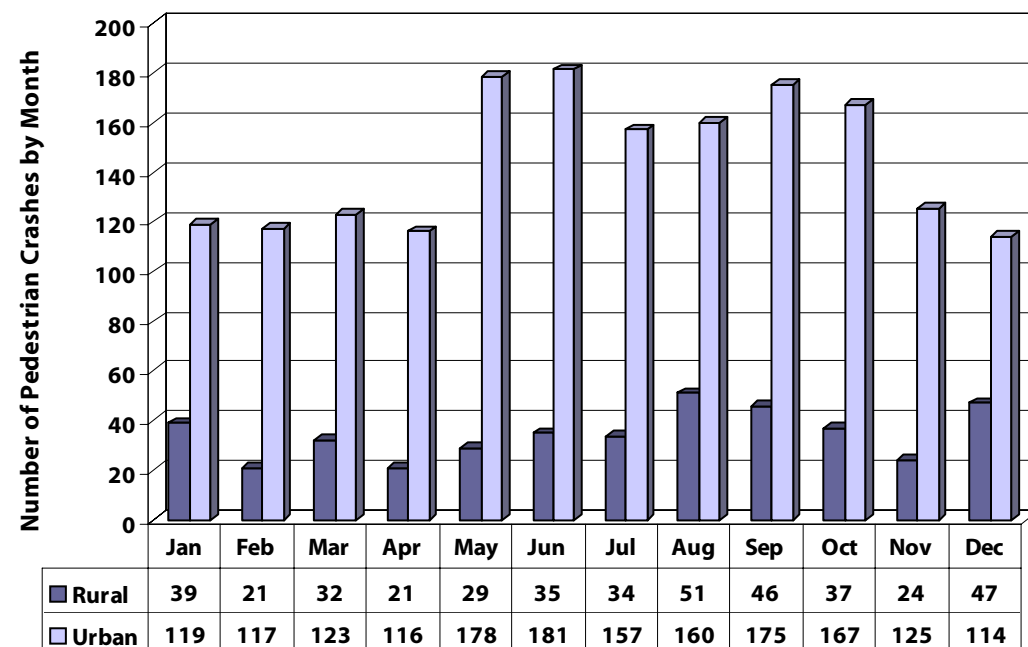
Table 45. Pedestrian Crashes by Month, Severity and Locale with Fatalities and Injuries, 2000

Month	Fatal Crashes			Personal Injury			Property Damage			Total Crashes			Pedestrians						Non-Pedestrians					
													Fatalities			Injuries			Fatalities			Injuries		
	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total
January	2	2	4	30	98	128	7	19	26	39	119	158	2	2	4	27	97	124	0	0	0	11	11	22
February	0	2	2	19	102	121	2	13	15	21	117	138	0	2	2	17	94	111	0	0	0	6	16	22
March	3	0	3	19	114	133	10	9	19	32	123	155	3	0	3	17	95	112	0	0	0	9	33	42
April	1	0	1	13	97	110	7	19	26	21	116	137	1	0	1	10	82	92	0	0	0	6	25	31
May	2	3	5	20	152	172	7	23	30	29	178	207	2	3	5	12	122	134	0	0	0	15	45	60
June	2	4	6	27	149	176	6	28	34	35	181	216	2	3	5	21	119	140	0	1	1	21	51	72
July	2	4	6	26	126	152	6	27	33	34	157	191	2	3	5	17	86	103	0	1	1	14	62	76
August	2	2	4	37	131	168	12	27	39	51	160	211	2	2	4	24	98	122	0	0	0	16	47	63
September	4	8	12	35	152	187	7	15	22	46	175	221	2	6	8	30	136	166	2	2	4	9	30	39
October	4	2	6	28	142	170	5	23	28	37	167	204	4	2	6	27	121	148	0	0	0	9	32	41
November	3	4	7	17	103	120	4	18	22	24	125	149	3	4	7	15	97	112	0	0	0	2	16	18
December	2	4	6	35	101	136	10	9	19	47	114	161	2	4	6	37	86	123	0	0	0	18	33	51
Total	27	35	62	306	1,467	1,773	83	230	313	416	1,732	2,148	25	31	56	254	1,233	1,487	2	4	6	136	401	537

Note: Non-pedestrian includes all others involved in a pedestrian crash. See Glossary for definition of a pedestrian crash.
Legend: Rur=Rural; Urb=Urban; Tot=Total

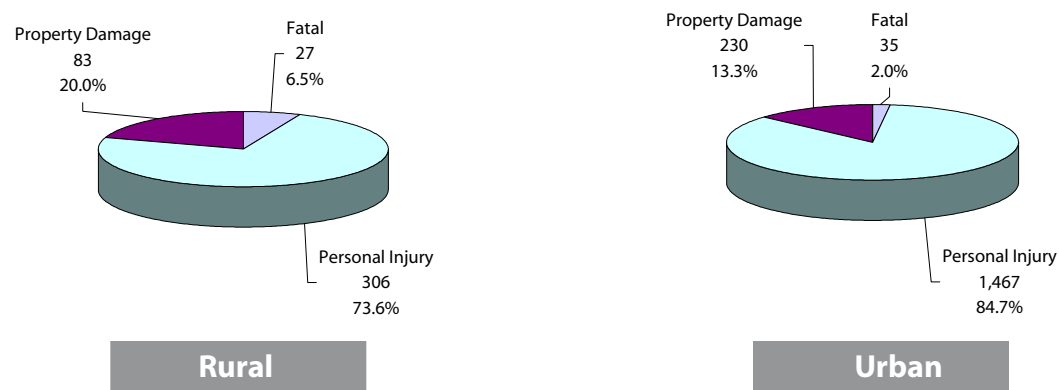
- *September had an unusually high number of fatal pedestrian crashes (12).*
- *The pedestrian was 9 times as likely to be the fatality in a pedestrian fatal crash.*
- *56 percent of pedestrian fatal crashes were in urban areas while 80 percent of all pedestrian crashes occurred in urban areas.*
- *Fatal pedestrian crashes were down 16 percent from 1999.*

Figure 38. Pedestrian Crashes by Month and Locale, 2000



- *The greatest number of pedestrian crashes occurred in the warmer months.*

Figure 39. Pedestrian Crashes by Severity and Locale, 2000



- *85 percent of pedestrian-involved crashes resulted in an injury or fatality.*

people

- Children under 16 represented 36 percent of the total number of injured or killed pedestrians.
- There were 10 children (under the age of 16) killed in pedestrian crashes, continuing the four-year trend of reduced child fatalities.

Table 46. Pedestrian Fatalities and Injuries by Age and Light Condition, 2000

Age	Daylight		Dawn/ Dusk		Dark/ Lighted		Dark		Unknown		Totals		
	Ftly	Inj	Ftly	Inj	Ftly	Inj	Ftly	Inj	Ftly	Inj	Ftly	Inj	Total
0 - 4	0	60	0	8	0	11	0	2	0	0	0	81	81
5 - 9	4	182	0	14	1	19	1	3	0	0	6	218	224
10 - 15	2	183	0	22	1	36	1	5	0	0	4	246	250
16 - 20	0	85	0	8	0	44	2	22	0	0	2	159	161
21 - 24	1	49	0	2	0	33	1	7	0	0	2	91	93
25 - 34	1	69	0	2	2	48	3	27	0	0	6	146	152
35 - 44	1	103	0	9	3	62	4	12	0	0	8	186	194
45 - 54	2	82	1	7	3	39	3	8	0	0	9	136	145
55 - 64	2	37	0	4	1	14	2	5	0	0	5	60	65
65 - 74	2	26	1	3	2	6	0	1	0	0	5	36	41
75+	3	31	0	0	2	8	1	0	0	0	6	39	45
Unknown	2	55	0	2	1	23	0	9	0	0	3	89	92
Total	20	962	2	81	16	343	18	101	0	0	56	1,487	1,543

See Glossary for definition of a pedestrian crash.

Legend: Ftly=Fatalities; Inj=Injuries

Figure 40. Pedestrian Fatalities and Injuries by Light Condition, 2000

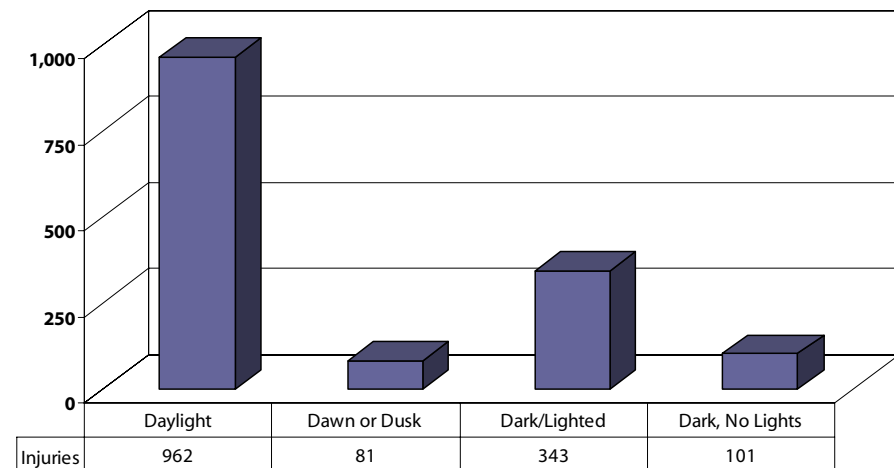
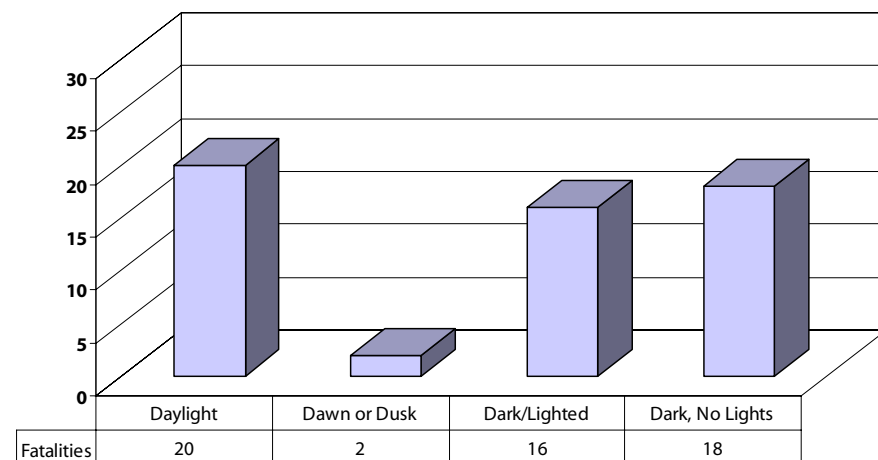
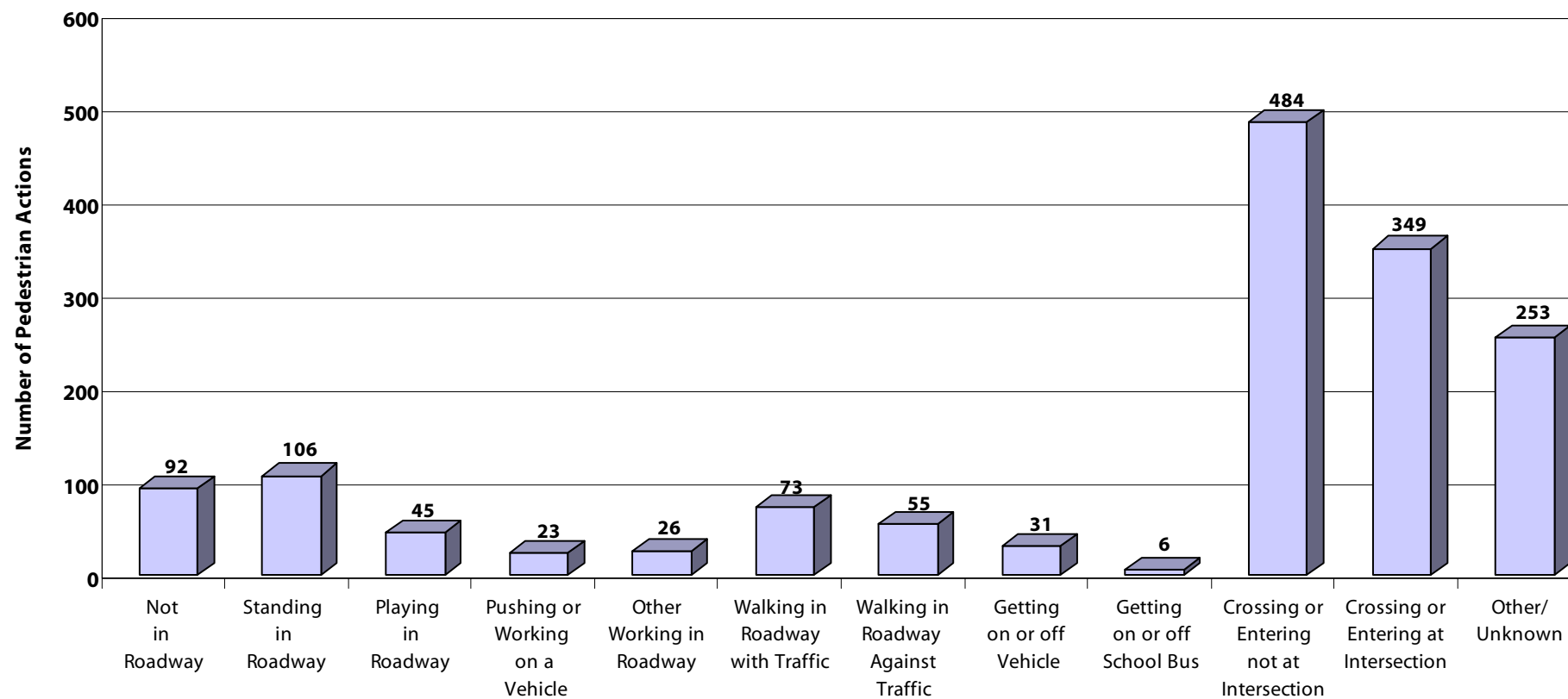


Figure 41. Crashes by Pedestrian Action, 2000



- *More than 50 percent of pedestrian-involved crashes occurred as a result of a pedestrian crossing a road (versus walking along a road or standing in the road, etc.).*

people

- *After a three-year upward trend in the number of bicyclist fatalities, the year 2000 showed a reduction in fatalities.*

Figure 42. Bicyclist Fatalities, 1986–2000

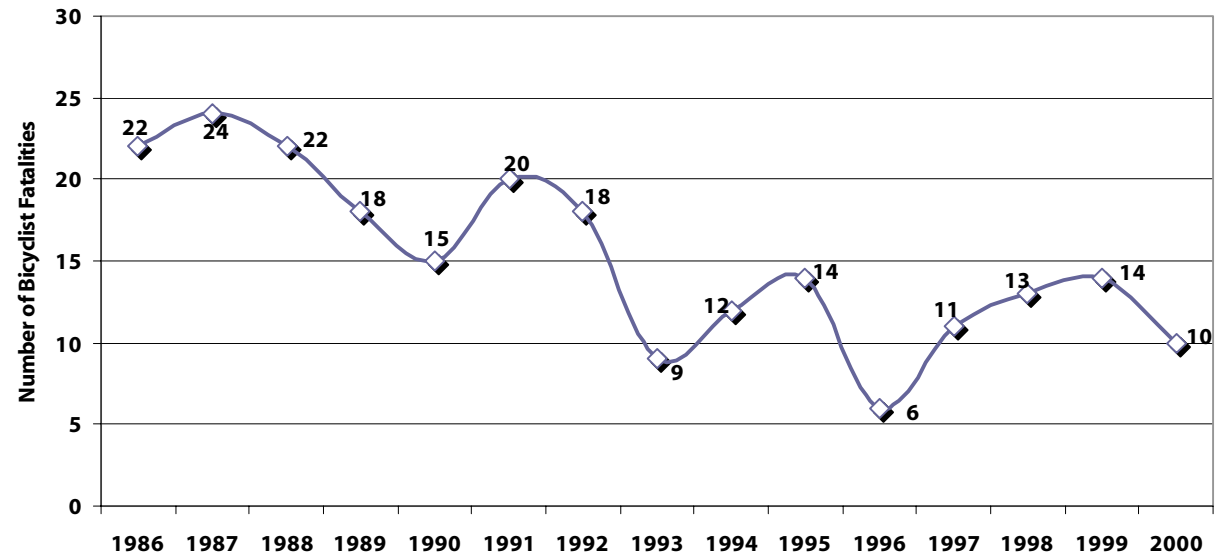
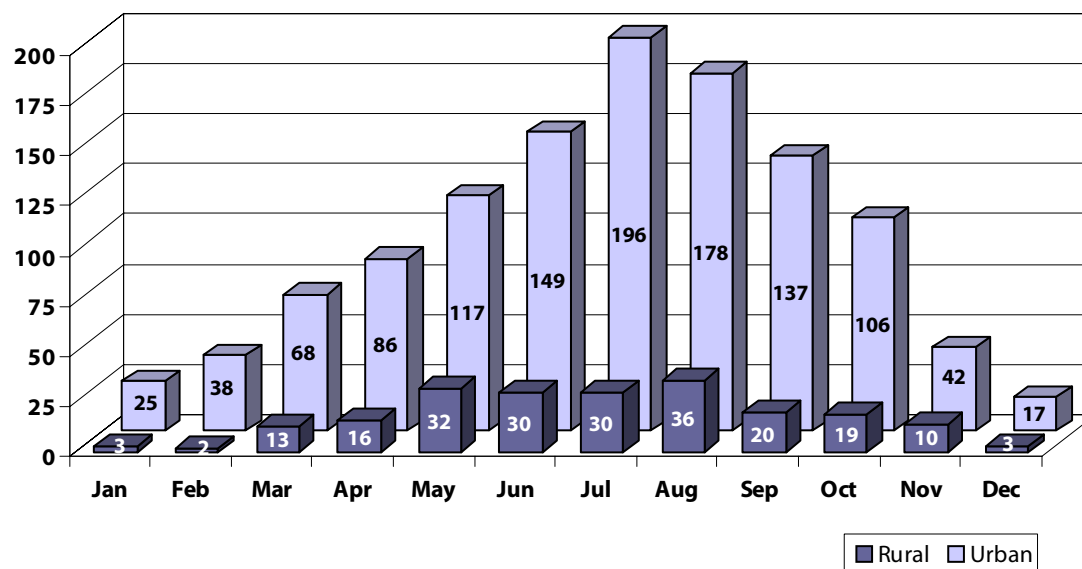


Table 47. Bicyclist Crashes by Month, Severity and Locale, 2000

Month	Bicyclists												Non-Bicyclists											
	Fatal Crashes			Personal Injury			Property Damage			Total Crashes			Fatalities			Injuries			Fatalities			Injuries		
	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total
January	0	0	0	3	16	19	0	9	9	3	25	28	0	0	0	2	15	17	0	0	0	1	1	2
February	0	0	0	2	33	35	0	5	5	2	38	40	0	0	0	2	27	29	0	0	0	0	6	6
March	0	0	0	11	54	65	2	14	16	13	68	81	0	0	0	7	41	48	0	0	0	4	13	17
April	0	0	0	10	76	86	6	10	16	16	86	102	0	0	0	11	64	75	0	0	0	1	14	15
May	0	1	1	28	100	128	4	16	20	32	117	149	0	1	1	25	90	115	0	0	0	4	12	16
June	1	1	2	23	133	156	6	15	21	30	149	179	0	1	1	21	118	139	1	0	1	5	15	20
July	0	3	3	25	165	190	5	28	33	30	196	226	0	3	3	20	153	173	0	0	0	5	17	22
August	1	0	1	30	150	180	5	28	33	36	178	214	1	0	1	23	130	153	0	0	0	8	23	31
September	2	2	4	16	117	133	2	18	20	20	137	157	2	2	4	13	104	117	0	0	0	3	18	21
October	0	0	0	18	93	111	1	13	14	19	106	125	0	0	0	14	85	99	0	0	0	4	9	13
November	0	1	1	7	32	39	7	9	16	14	42	56	0	0	0	6	30	36	0	1	1	1	3	4
December	0	0	0	0	9	9	3	8	11	3	17	20	0	0	0	0	7	7	0	0	0	0	2	2
Total	4	8	12	173	978	1,151	41	173	214	218	1,159	1,377	3	7	10	144	864	1,008	1	1	2	36	133	169

See Glossary for the definition of a bicyclist crash.

Figure 43. Bicyclist Crashes by Month and Locale, 2000



- *Bicycle crashes were more than 5 times as likely to happen in urban areas as compared to rural areas.*
- *8 of the 12 fatal bicycle crashes were in urban areas.*
- *Total bicycle crashes are down 78 from 1999 and 138 from 1998.*

people

- *Weekdays continued to have more bicycle crashes than weekend days.*
- *49 percent of all bicycle crashes occurred during the four-hour time span of 3:00 PM and 6:59 PM.*

Table 48. Bicyclist Crashes by Time of Day and Day of Week, 2000

Time	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
Midnight - 12:59 AM	0	4	2	0	2	2	1	11
1:00 AM - 01:59 AM	0	0	1	0	2	0	0	3
2:00 AM - 02:59 AM	1	0	1	0	0	0	1	3
3:00 AM - 03:59 AM	1	0	0	0	0	1	1	3
4:00 AM - 04:59 AM	1	1	0	2	0	0	0	4
5:00 AM - 05:59 AM	0	0	3	0	6	1	0	10
6:00 AM - 06:59 AM	1	4	8	1	2	2	0	18
7:00 AM - 07:59 AM	0	5	6	2	7	6	2	28
8:00 AM - 08:59 AM	1	6	6	4	4	9	2	32
9:00 AM - 09:59 AM	0	3	3	1	5	5	3	20
10:00 AM - 10:59 AM	4	8	5	10	6	6	9	48
11:00 AM - 11:59 AM	6	8	8	5	12	6	12	57
Noon - 12:59 PM	9	12	9	8	10	13	11	72
1:00 PM - 01:59 PM	7	15	7	10	13	13	13	78
2:00 PM - 02:59 PM	13	13	12	14	17	12	14	95
3:00 PM - 03:59 PM	18	20	24	22	25	31	19	159
4:00 PM - 04:59 PM	14	29	34	28	35	29	24	193
5:00 PM - 05:59 PM	20	22	24	29	27	27	18	167
6:00 PM - 06:59 PM	11	18	18	32	28	25	19	151
7:00 PM - 07:59 PM	6	12	7	13	24	7	13	82
8:00 PM - 08:59 PM	10	7	7	8	16	10	8	66
9:00 PM - 09:59 PM	2	3	4	5	8	4	7	33
10:00 PM - 10:59 PM	0	1	0	4	0	4	0	9
11:00 PM - 11:59 PM	1	2	2	3	2	3	3	16
Unknown	0	9	3	3	1	2	1	19
Total	126	202	194	204	252	218	181	1,377

Table 49. Bicyclist Fatalities and Injuries by Age, Severity and Gender, 2000

Age	Fatalities			Serious Injuries			Moderate Injuries			Other Injuries			Possible Injuries			Total		
	Male	Fem	Tot*	Male	Fem	Tot*	Male	Fem	Tot*	Male	Fem	Tot*	Male	Fem	Tot*	Male	Fem	Tot*
0 - 4	0	0	0	0	0	0	6	1	7	1	0	1	0	0	0	7	1	8
5 - 9	1	0	1	25	4	29	80	37	117	56	18	75	1	1	2	163	60	224
10 - 15	1	1	2	24	7	31	137	28	166	80	28	110	5	2	7	247	66	316
16 - 20	1	0	1	11	4	15	44	13	58	30	8	38	1	1	4	87	26	116
21 - 24	0	0	0	5	0	5	10	3	13	16	4	21	1	0	1	32	7	40
25 - 34	1	0	1	11	1	12	27	7	34	25	12	37	0	0	0	64	20	84
35 - 44	2	0	2	10	1	12	23	7	30	16	4	20	0	0	0	51	12	64
45 - 54	1	0	1	9	1	10	15	3	18	13	3	16	2	0	2	40	7	47
55 - 64	0	0	0	3	0	3	5	1	6	7	0	7	1	0	1	16	1	17
65 - 74	1	0	1	1	0	1	3	0	3	5	1	6	1	0	1	11	1	12
75+	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	0	2
Unknown	1	0	1	10	0	14	26	4	33	18	7	30	4	2	10	59	13	88
Total*	9	1	10	109	18	132	378	104	487	267	85	361	16	6	28	779	214	1,018

*Totals includes persons whose age and/or gender is unknown.

Legend: Fem=Female; Tot=Total.

See Glossary for the definition of a bicyclist crash.

- *Bicyclist fatalities and injuries have decreased by 16 percent since 1998.*
- *6 of the 10 fatalities were 16-years old and older.*
- *90 percent of all bicyclist fatalities were male.*
- *Ages 5 to 20 years represented 65 percent of all the fatalities and injuries.*

Tables 50 and 51 show restraint usage as determined by the officer’s crash investigation in contrast with the tables and figures beginning with Figure 46 that are based upon observational seat belt studies.

- *While the number of vehicle occupant fatalities saw a substantial reduction versus 1999, restraint usage as measured by the officer investigating the crash was essentially unchanged from 1999 results.*

- *More than 50 percent of the fatalities were either not restrained or not restrained properly.*

Table 50. Fatalities by Restraint Usage and Role, 2000

Type of Restraint	Driver		Passenger		Unknown		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Child Safety Seat	N/A	N/A	5	2.3%	0	0.0%	5	0.7%
Child Safety Seat Improperly Used	N/A	N/A	0	0.0%	0	0.0%	0	0.0%
Shoulder Belt	1	0.2%	0	0.0%	0	0.0%	1	0.1%
Lap and Shoulder Belt	158	30.5%	71	32.7%	0	0.0%	229	30.8%
Lap Belt	12	2.3%	14	6.5%	0	0.0%	26	3.5%
Safety Belt Improperly Used	0	0.0%	1	0.5%	0	0.0%	1	0.1%
Restraint Used - Type Unknown	2	0.4%	0	0.0%	0	0.0%	2	0.3%
None Used	285	55.0%	113	52.1%	3	37.5%	401	54.0%
Unknown	60	11.6%	13	6.0%	5	62.5%	78	10.5%
Subtotal	518		217		8		743	
Motorcyclist, mopeds, minibikes, buggies, motorscooters, and all terrain vehicles							73	
Pedestrians and Bicyclists							65	
Total							881	

Source: Fatality Analysis Reporting System, NHTSA
Example: During 2000, 285 of 518, or 55.0% of the drivers killed were completely unrestrained in the crash.

Figure 44. Fatalities by Restraint Usage and Role, 2000

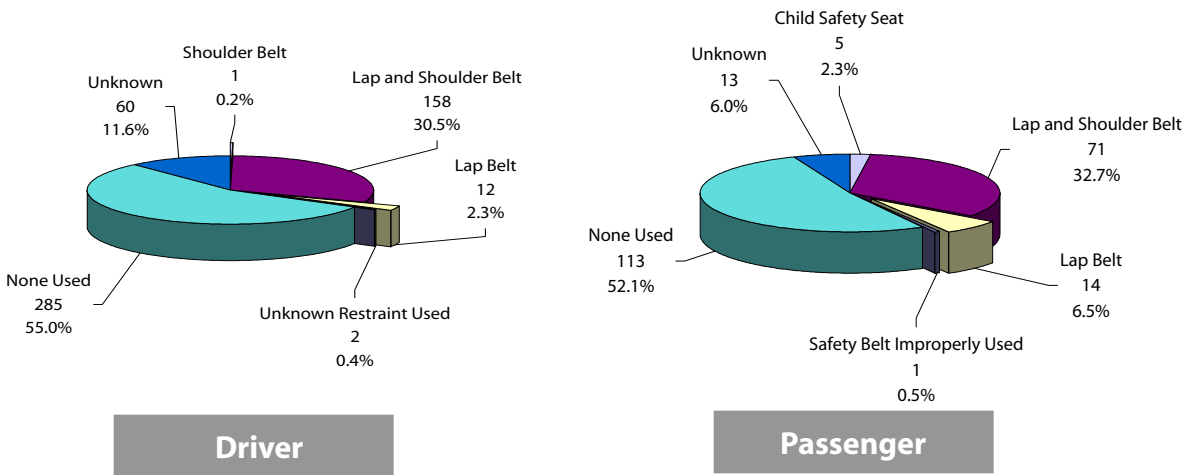


Table 51. Driver Injuries by Age and Restraint Usage, 2000

Age	Fatal Injuries				Serious Injuries				Moderate Injuries			
	No Restraint Used	Restraint Used	Unknown	Total	No Restraint Used	Restraint Used	Unknown	Total	No Restraint Used	Restraint Used	Unknown	Total
<21	103	52	17	172	638	618	65	1,321	1,856	3,560	154	5,570
%	59.9%	30.2%	9.9%		48.3%	46.8%	4.9%		33.3%	63.9%	2.8%	
21-34	124	49	15	188	732	693	84	1,509	1,534	2,420	158	4,112
%	66.0%	26.1%	8.0%		48.5%	45.9%	5.6%		37.3%	58.9%	3.8%	
35-54	116	65	26	207	487	707	68	1,262	1,002	2,082	123	3,207
%	56.0%	31.4%	12.6%		38.6%	56.0%	5.4%		31.2%	64.9%	3.8%	
55+	71	92	7	170	198	453	42	693	473	1,459	56	1,988
%	41.8%	54.1%	4.1%		28.6%	65.4%	6.1%		23.8%	73.4%	2.8%	
Unknown	3	1	1	5	44	55	7	106	126	210	20	356
%	60.0%	20.0%	20.0%		41.5%	51.9%	6.6%		35.4%	59.0%	5.6%	
Total	417	259	66	742	2,099	2,526	266	4,891	4,991	9,731	511	15,233
%	56.2%	34.9%	8.9%		42.9%	51.6%	5.4%		32.8%	63.9%	3.4%	

Source: Fatality Analysis Reporting System, NHTSA

Note: Motorcycles, mopeds, motorized bicycles, minibikes, and motor scooters are excluded. Drivers of parked vehicles excluded.

Example: For occupants under age 21 who were fatally injured, 103 of 172, or 59.9% were unrestrained.

A small number of injured people cannot be accounted for due to the fact that they cannot be linked to a vehicle type in the original dataset.

- *When drivers don't wear restraints, the severity of the injuries increase.*
- *The 55+ driver group was the only age group among killed drivers with a restraint usage rate above 50 percent.*

Figure 45. Driver Fatalities and Injuries by Age and Restraint Usage, 2000

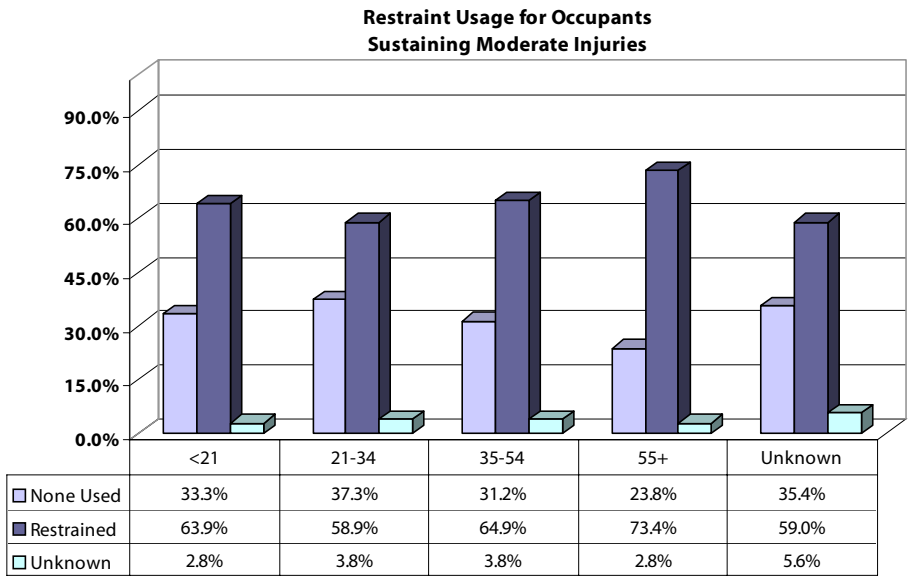
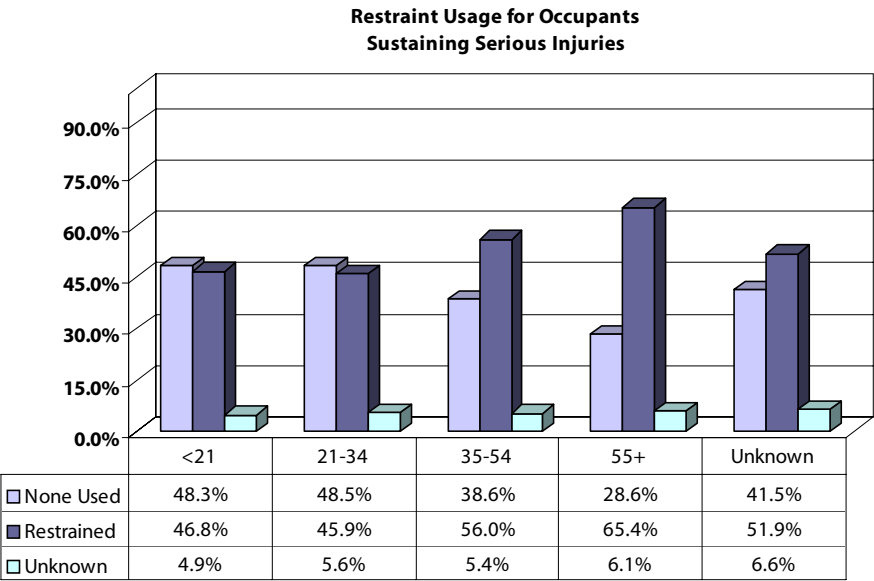
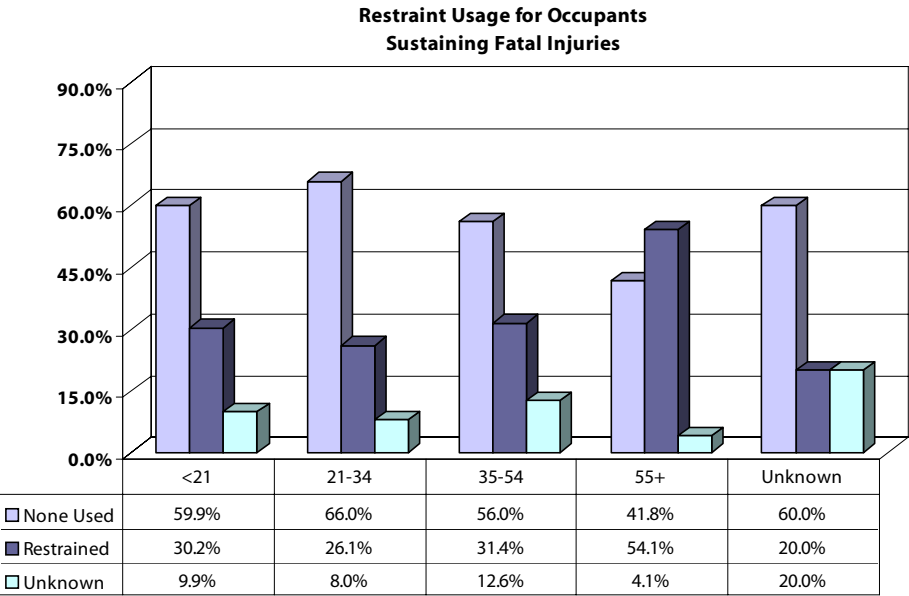


Table 52. Driver Restraint Usage by Age and Gender, 1996–2000

		State Summary														
		1996			1997			1998			1999			2000		
Age and Gender		Yes	No	Unk	Yes	No	Unk	Yes	No	Unk	Yes	No	Unk	Yes	No	Unk
<21	Male	21,314	5,360	11,549	22,068	5,083	11,021	24,100	4,337	11,080	24,194	3,912	10,746	24,879	3,376	9,824
	%	55.8%	14.0%	30.2%	57.8%	13.3%	28.9%	61.0%	11.0%	28.0%	62.3%	10.1%	27.7%	65.3%	8.9%	25.8%
	Female	16,505	2,433	7,870	17,612	2,575	7,808	18,443	2,060	7,423	18,325	1,698	7,305	19,677	1,563	6,915
	%	61.6%	9.1%	29.4%	62.9%	9.2%	27.9%	66.0%	7.4%	26.6%	67.1%	6.2%	26.7%	69.9%	5.6%	24.6%
	Sub-total*	37,841	7,802	19,479	39,712	7,668	18,871	42,577	6,403	18,572	42,561	5,614	18,118	44,586	4,942	16,810
	%	58.1%	12.0%	29.9%	59.9%	11.6%	28.5%	63.0%	9.5%	27.5%	64.2%	8.5%	27.3%	67.2%	7.4%	25.3%
21-34	Male	40,026	8,449	19,929	39,941	7,403	18,352	40,483	6,514	16,779	41,465	6,048	16,539	43,036	5,458	15,636
	%	58.5%	12.4%	29.1%	60.8%	11.3%	27.9%	63.5%	10.2%	26.3%	64.7%	9.4%	25.8%	67.1%	8.5%	24.4%
	Female	30,052	3,496	13,816	31,006	3,361	12,928	30,686	2,651	11,666	29,922	2,328	11,152	31,787	2,189	10,934
	%	63.4%	7.4%	29.2%	65.6%	7.1%	27.3%	68.2%	5.9%	25.9%	68.9%	5.4%	25.7%	70.8%	4.9%	24.3%
	Sub-total*	70,124	11,954	33,854	71,010	10,778	31,384	71,244	9,182	28,530	71,449	8,387	27,791	74,873	7,651	26,703
	%	60.5%	10.3%	29.2%	62.7%	9.5%	27.7%	65.4%	8.4%	26.1%	65.4%	7.8%	25.8%	68.5%	7.0%	24.4%
35-54	Male	39,103	5,945	19,516	40,619	5,708	18,627	42,387	5,235	17,784	43,758	4,964	18,153	45,869	4,659	17,004
	%	60.6%	9.2%	30.2%	62.5%	8.8%	28.7%	64.8%	8.0%	27.2%	65.4%	7.4%	27.1%	67.9%	6.9%	25.2%
	Female	29,417	2,586	13,689	31,129	2,540	13,636	31,430	2,180	12,715	31,677	1,903	12,435	33,800	1,732	11,944
	%	64.4%	5.7%	30.0%	65.8%	5.4%	28.8%	67.8%	4.7%	27.4%	68.8%	4.1%	27.0%	71.2%	3.6%	25.2%
	Sub-total*	68,564	8,540	33,297	71,810	8,250	32,363	73,860	7,422	30,587	75,499	6,868	30,705	79,729	6,393	29,109
	%	62.1%	7.7%	30.2%	63.9%	7.3%	28.8%	66.0%	6.6%	27.3%	66.8%	6.1%	27.2%	69.2%	5.5%	25.3%
55+	Male	19,358	2,783	10,500	19,798	2,452	9,988	21,046	2,289	9,687	21,771	2,088	9,747	21,875	1,850	8,960
	%	59.3%	8.5%	32.2%	61.4%	7.6%	31.0%	63.7%	6.9%	29.3%	64.8%	6.2%	29.0%	66.9%	5.7%	27.4%
	Female	12,783	1,003	6,765	13,770	1,033	6,680	14,552	824	6,505	14,467	814	6,567	15,122	718	5,824
	%	62.2%	4.9%	32.9%	64.1%	4.8%	31.1%	66.5%	3.8%	29.7%	66.2%	3.7%	30.1%	69.8%	3.3%	26.9%
	Sub-total*	32,161	3,788	17,330	33,600	3,491	16,718	35,619	3,116	16,250	36,269	2,905	16,380	37,016	2,570	14,874
	%	60.4%	7.1%	32.5%	62.4%	6.5%	31.1%	64.8%	5.7%	29.6%	65.3%	5.2%	29.5%	68.0%	4.7%	27.3%

*Sub-total includes persons whose gender is unknown.

Legend: Unk=Unknown Restraint Use

Note: Drivers of parked vehicles are excluded. Motorcycles, mopeds, motorized bicycles, minibikes and motor scooters are excluded.

Source: ISP Crash Data

Data for Table 52, because it is self-reported, is higher than the restraint usage shown in Table 51, which uses the Fatal Analysis Reporting System (FARS) as its data source.

Table 53. Occupant Restraint Usage in Crashes by Injury Severity, 1996–2000

Injury Severity	1996			1997			1998			1999			2000		
	Yes	No	Unk	Yes	No	Unk	Yes	No	Unk	Yes	No	Unk	Yes	No	Unk
Fatal	244	523	64	217	508	77	260	498	61	319	501	50	259	417	66
% of Fatalities	29.4%	62.9%	7.7%	27.1%	63.3%	9.6%	31.7%	60.8%	7.4%	36.7%	57.6%	5.7%	34.9%	56.2%	8.9%
Serious	2,463	2,806	296	2,434	2,803	317	2,520	2,527	267	2,486	2,335	262	2,526	2,099	266
% of Serious Injuries	44.3%	50.4%	5.3%	43.8%	50.5%	5.7%	47.4%	47.6%	5.0%	48.9%	45.9%	5.2%	51.6%	42.9%	5.4%
Moderate	9,557	7,682	728	9,911	7,376	705	10,377	6,466	626	9,739	5,573	598	9,731	4,991	511
% of Moderate Injuries	53.2%	42.8%	4.1%	55.1%	41.0%	3.9%	59.4%	37.0%	3.6%	61.2%	35.0%	3.8%	63.9%	32.8%	3.4%
Other Injuries	31,630	9,526	1,772	33,071	9,373	1,671	34,325	8,133	1,393	33,171	7,124	1,298	32,222	6,554	1,169
% of Other Injuries	73.7%	22.2%	4.1%	75.0%	21.2%	3.8%	78.3%	18.5%	3.2%	79.8%	17.1%	3.1%	80.7%	16.4%	2.9%
Total Restraint Use	45,083	20,979	3,190	46,762	20,473	3,176	48,568	17,921	2,660	46,976	15,813	2,647	46,025	14,364	2,281
% of Total Occupants	65.1%	30.3%	4.6%	66.4%	29.1%	4.5%	70.2%	25.9%	3.8%	71.8%	24.2%	4.0%	73.4%	22.9%	3.6%

Example: In 2000 in the State, 56.2% $[417/(417+259+66)]$ of occupants killed in a motor vehicle crash were not restrained.

Overall in 2000, 73.4% of all occupants involved in a motor vehicle crash used a safety restraint.

Note: Drivers of parked vehicles are excluded. Motorcyclists, mopeds, motor scooters, minibikes and motorized bicycles are excluded.

A small number of injured people cannot be accounted for due to the fact that they cannot be linked to a vehicle type in the original dataset.

Legend: Unk-Unknown Restraint Use

Source: ISP Crash Data

Restraint usage in fatalities, as compared to all other reported injuries, is substantially different and much lower. While this further demonstrates the value of seat belts, in the case of a fatality, the investigating officer is typically making that determination. In the case of all other injuries, in most instances, this is self-reported use.

Table 54

Data shown in the remaining tables and figures in this chapter was obtained via observational surveys conducted by Purdue University's Center for the Advancement of Transportation Safety. Each year the Center conducts a series of observational surveys using a statistically sound distribution of roadway classifications to determine restraint use rates for the state of Indiana. The following tables and figures present overall use rates for Indiana and then further describe use rates by vehicle type, gender, role of occupant (driver or passenger), and rural/urban locale. It should be noted that while Indiana passed a primary seat belt law in July 1998, pickup trucks continue to be excluded, and also are not subject to any secondary enforcement.

Figure 46. Restraint Usage by Vehicle Type, 1986-2002

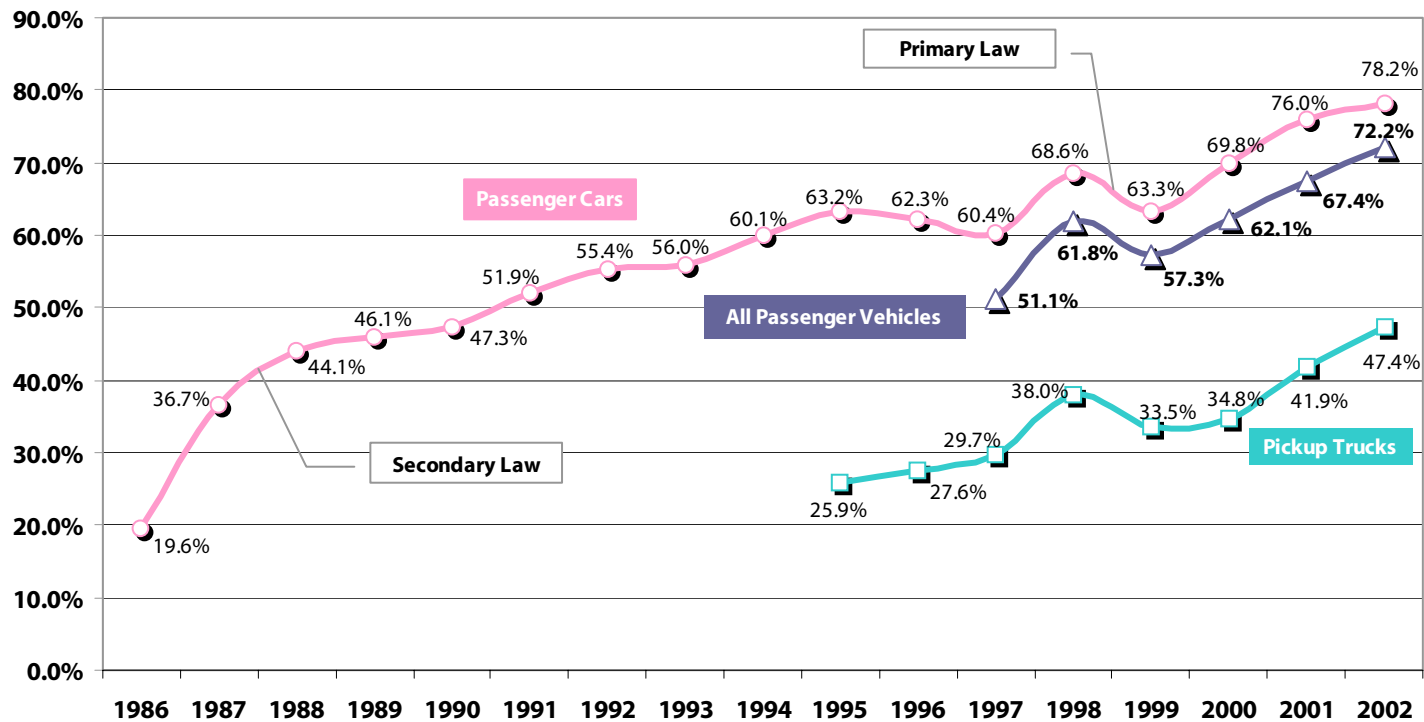


Table 54. Restraint Usage by Vehicle Type, 2001-2002

Vehicle Type	September 2001		June 2002		Relative Precision	95 Percent Confidence Interval	2001-2002 Change in Weighted % Restrained
	Weighted	Unweighted	Weighted	Unweighted			
Cars	76.0%	75.7%	78.2%	77.4%	1.0%	78.2% ± 1.5%	2.2%
Pickups	41.9%	41.9%	47.4%	44.9%	2.7%	47.4% ± 5.2%	5.5%
All Pass. Veh. (non-commercial)	67.4%	67.4%	72.2%	71.1%	1.0%	72.2% ± 1.4%	4.8%

All Pass. Veh.=All non-commercial Passenger vehicles

Data obtained from roadside observation surveys conducted in September 2001 and June 2002.

Table 54 shows both “weighted” and “unweighted” results. Weighted results take into consideration the distribution of vehicle miles traveled by type of road (local, collector, arterial, and freeways). Unweighted results are a summary of the collected data.

- All vehicle types achieved record high levels of seat belt usage in 2002.
- Pickup trucks (exempted from the primary law on seat belt usage) continue to have over a 30 percent lower seat belt usage than passenger vehicles.

people

- *Occupants of minivans posted the highest overall use by vehicle type at 81.6 percent, an increase of 2.1 percent versus 2001 results.*
- *By vehicle type, SUVs reported the largest increase in usage—4.3 percent.*
- *Pickup trucks continued to have the lowest restraint usage rates by vehicle type at 44.9 percent (unweighted), a 3.0 percent increase over 2001 results.*
- *Females as drivers or passengers continued to have a higher percent restraint usage than males.*

Table 55. Unweighted Restraint Usage by Vehicle Type, Gender and Role, 2002

Vehicle Type	All Drivers				Front-Seat Passengers				Eligible Occupants
	R	NR	U	Percent Restrained	R	NR	U	Percent Restrained	Percent Restrained
Cars	6,907	1,997	27	77.6%	1,777	538	32	76.8%	77.4%
Pickup Trucks	1,520	1,821	14	45.5%	310	421	7	42.4%	44.9%
Minivans	1,444	339	7	81.0%	467	93	6	83.4%	81.6%
Large Vans	192	178	3	51.9%	58	40	3	59.2%	53.4%
SUV	1,762	480	9	78.6%	435	124	9	77.8%	78.4%
All Pass. Vehicles	11,825	4,815	60	71.1%	3,047	1,216	57	71.5%	71.1%
Vehicle Type	Female Drivers				Female Front-Seat Passengers				Both
	R	NR	U	Percent Restrained	R	NR	U	Percent Restrained	Percent Restrained
Cars	3,458	820	15	80.8%	1,229	325	16	79.1%	80.4%
Pickup Trucks	275	188	3	59.4%	195	188	5	50.9%	55.6%
Minivans	770	157	3	83.1%	320	60	4	84.2%	83.4%
Large Vans	69	36	1	65.7%	42	19	2	68.9%	66.9%
SUV	860	181	6	82.6%	296	83	4	78.1%	81.4%
All Pass. Vehicles	5,432	1,382	28	79.7%	2,082	675	31	75.5%	78.5%
Vehicle Type	Male Drivers				Male Front-Seat Passengers				Both
	R	NR	U	Percent Restrained	R	NR	U	Percent Restrained	Percent Restrained
Cars	3,442	1,174	12	74.6%	502	198	15	71.7%	74.2%
Pickup Trucks	1,242	1,632	11	43.2%	100	223	2	31.0%	42.0%
Minivans	673	182	4	78.7%	124	25	1	83.2%	79.4%
Large Vans	122	142	2	46.2%	15	20	1	42.9%	45.8%
SUV	898	299	3	75.0%	122	40	5	75.3%	75.1%
All Pass. Vehicles	6,377	3,429	32	65.0%	863	506	24	63.0%	64.8%

Legend: R= Restrained; NR=Not Restrained; U=Unknown Restraint; All Pass. Vehicles=All non-commercial Passenger vehicles;
SUV=Sport Utility Vehicles

Note: Drivers and passengers with unknown gender included in totals.

Table 56. Unweighted Restraint Usage by Vehicle Type, Age and Role, 2002

Drivers					
Vehicle Type	Young (<22)		Older Adult (22+)		
	Count	Percent Restrained	Count	Percent Restrained	
Cars	1,180	73.4%	7,401	78.2%	
Pickups	236	58.9%	3,056	44.5%	
Minivans	95	73.7%	1,650	81.4%	
Large Vans	24	33.3%	337	52.5%	
SUV	192	77.1%	1,982	78.3%	
All Passenger Vehicles	1,727	71.3%	14,426	70.8%	

Passengers						
Vehicle Type	Child (<12)		Young (12-21)		Older Adult (22+)	
	Count	Percent Restrained	Count	Percent Restrained	Count	Percent Restrained
Cars	67	88.1%	421	71.3%	1,784	77.7%
Pickups	19	47.4%	113	61.9%	590	38.6%
Minivans	38	94.7%	83	84.3%	432	82.6%
Large Vans	4	50.0%	12	25.0%	81	65.4%
SUV	28	78.6%	86	81.4%	438	76.7%
All Passenger Vehicles	156	82.1%	715	71.7%	3,325	71.0%

Note: Restraint Usage unknown not included.

Legend: SUV = Sport Utility Vehicles; All Pass. = All non-commercial Passenger vehicles

Source: Roadside Observation Survey of Safety Belt and Motorcycle Helmet Use in Indiana, 2002.

- *Seat belt usage rates of young drivers are greater than seat belt usage rates of older drivers. Historically, older drivers have had higher usage rates than their younger counterparts.*

people

- *Local and collector rural roads continued to have the lowest seat belt use rates with fewer than 4 out of 10 pickup truck occupants using seat belts.*
- *Even on rural freeways, seat belt use by pickup truck occupants remained below 50 percent.*

Table 57. Weighted Restraint Usage by Vehicle Type, Locale and Roadway Class, 2002

Vehicle Type	Rural Roads	Urban Roads
	Rural Freeways	Urban Freeways
Cars	83.7%	77.1%
Pickups	49.2%	52.8%
All Pass.	76.2%	75.8%
	Rural Arterials	Urban Arterials
Cars	84.5%	76.8%
Pickups	48.9%	50.9%
All Pass.	77.3%	72.1%
	Rural Collectors	Urban Collectors
Cars	75.8%	79.3%
Pickups	35.5%	52.9%
All Pass.	64.7%	76.4%
	Rural Local Roads	Urban Local Streets
Cars	76.9%	76.0%
Pickups	38.3%	48.8%
All Pass.	69.6%	70.7%

All Pass. = All non-commercial Passenger vehicles

Source: Roadside Observation Survey of Safety Belt and Motorcycle Helmet Use in Indiana, 2002

Vehicles

TOPICS

General Categories of Vehicles
Motorcyclist Crashes
Truck Crashes
School Bus Crashes
Railroad Crashes

In 2000, there were 5.7 million vehicles registered in Indiana, an increase of 6.8 percent from 1999. The total number of vehicles involved in crashes increased by slightly less than 1.0 percent from 1999, but vehicles in fatal crashes decreased by 8.2 percent from 1999. Vehicles involved in property damage crashes accounted for 76.7 percent of all vehicles, 23.0 percent of vehicles involving personal injury and 0.3 percent of all vehicles involved in a fatal crash.

SUVs: With the popularity of SUVs in contrast to the number of smaller, fuel-efficient sub-compact cars, there is a growing concern about the weight ratios of vehicles such as these when involved in a crash.

Passenger Cars: Generally, a comparison of registered vehicle types against the distribution of these vehicles in crashes is similar. For example, passenger cars had the largest crash involvement rate with 55.7 percent of the total crashes and 54.9 percent of the fatal crashes. Yet these percentages are consistent with the registration percentages of these vehicles.

Pickup Trucks: Pickup trucks had the second highest percentage of crash involvement with 12.8 percent of the crashes and 16.5 percent of the fatal crashes, again similar to the number of registered pickup trucks. However, the difference between crash involvement (12.8 percent) and fatal crash involvement (16.5 percent) may very well be attributed to the lower seat belt usage rates

of pickup trucks. While seat belt usage rates of pickup truck occupants have increased, their usage rates continue to be 30 percent lower than passenger car occupants. This can be directly attributed to the current Indiana law that exempts pickup trucks from both a primary or secondary seat belt law.

Semi-Tractor/Trailers: Semi-tractor/trailer vehicles had only a 2.3 percent involvement in total crashes but a 9.1 percent involvement in fatal crashes. When large trucks with trailers are involved in a fatal crash, it is five times as likely that occupants of the other vehicle will die. These two statistics well support the distinct advantage that the heavier vehicle possesses when involved in a crash with a smaller, lighter vehicle.

Motorcycles: Every year since 1991, Indiana has seen an increase in the number of registered motorcycles. In conjunction with this increase, there has also been a parallel increase in motorcycle riders' involvement in crashes. Motorcycles had only a 0.6 percent involvement in total crashes, but nearly a 6.0 percent involvement in fatal crashes. The year 2000 had the second highest number of motorcycle fatalities (74) since 1991. Although alcohol-related motorcyclist crashes decreased slightly as a percent of total crashes, they continued to represent 26.8 percent of all fatal motorcycle-involved crashes. A majority of motorcyclist crashes occurred during daylight hours and were the result of *Driver Inattention*. Fatal motorcyclist crashes

were most often caused by *Unsafe Speed* (25.2 percent). Eighty percent of killed motorcycle drivers and 77.8 percent of killed motorcycle passengers were not helmeted, compared to 20.0 percent of killed drivers and 22.2 percent of killed passengers who were helmeted.

School Buses: Although school buses represent a small percentage of the total vehicles in crashes (0.22 percent), because children are involved, when these crashes happen they receive considerable attention. The number of school buses involved in crashes (852) was up slightly from 1999 (830). Of the two fatal school bus crashes in 2000, neither of the two resulting fatalities was a school bus occupant. Personal injury school bus crashes (138) decreased from previous years and were 18.3 percent lower than the 169 personal injury crashes from 1999. Sixty-two percent of school bus crashes were in urban areas and 32.2 percent of all school bus crashes were attributed to *Driver Inattention*. However, the two fatal school bus crashes were caused by *Failure to Yield*.

Trains: There were 17 fatal motor vehicle and train crashes, a decrease of two from 1999. Total motor vehicle and train crashes were down 10.3 percent from 1999 and were the fewest number of crashes since *Crash Facts* was first published in 1994. Even though the numbers are lower for 2000, motor vehicles and trains continue to crash almost five times a week in Indiana. In 45.4 percent of the crashes, an injury or death occurs.

vehicles

Table 58. Vehicles in Crashes by Type and Severity, 2000

Vehicle Type	Fatal Crashes		Personal Injury		Property Damage		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Passenger Car, Station Wagon, SUV	711	54.86%	56,077	64.26%	155,023	53.20%	211,811	55.74%
Pickup	214	16.51%	11,588	13.28%	36,891	12.66%	48,693	12.81%
Van	88	6.79%	6,344	7.27%	19,137	6.57%	25,569	6.73%
Truck	49	3.78%	2,633	3.02%	9,422	3.23%	12,104	3.19%
Semi-Tractor (Only)	6	0.46%	103	0.12%	416	0.14%	525	0.14%
Semi-Tractor, Trailer	118	9.10%	1,655	1.90%	7,017	2.41%	8,790	2.31%
Combination Vehicle	1	0.08%	45	0.05%	187	0.06%	233	0.06%
Recreational Vehicle	4	0.31%	118	0.14%	453	0.16%	575	0.15%
Bus	1	0.08%	153	0.18%	581	0.20%	735	0.19%
School Bus	2	0.15%	144	0.17%	696	0.24%	842	0.22%
Police Car	8	0.62%	416	0.48%	1,185	0.41%	1,609	0.42%
Fire Truck	1	0.08%	28	0.03%	149	0.05%	178	0.05%
Ambulance	0	0.00%	53	0.06%	151	0.05%	204	0.05%
Motorcycle*	74	5.71%	1,772	2.03%	460	0.16%	2306	0.61%
Snowmobile	1	0.08%	3	0.00%	2	0.00%	6	0.00%
Farm Equipment	1	0.08%	55	0.06%	145	0.05%	201	0.05%
Special Vehicle	3	0.23%	118	0.14%	530	0.18%	651	0.17%
Other	5	0.39%	184	0.21%	468	0.16%	657	0.17%
Unknown	9	0.69%	5,782	6.63%	58,497	20.07%	64,288	16.92%
Total	1,296	100.00%	87,271	100.00%	291,410	100.00%	379,977	100.00%

*Motorcycle includes motorcycles, mopeds, motorized bicycles, motor scooters and minibikes.

Note: Totals are not the number of crashes, but the number of vehicles in crashes.

Parked vehicles excluded. Driverless moving vehicles included.

Table does not include non-occupants (i.e. pedestrians, bicyclists).

- *Semi-tractor/trailer vehicles accounted for only 2.3 percent of the total vehicles in crashes, but represented 9.1 percent of the vehicles in fatal crashes.*
- *Although motorcycles represented only 0.6 percent of the total vehicles in crashes, they accounted for 74 fatal crashes (5.7 percent of all vehicles involved in fatal crashes).*
- *The total number of vehicles in crashes increased by 0.8 percent from 1999, while vehicles in fatal crashes decreased by 8.2 percent.*

Table 59. Motorcyclist Crash Data, 1996–2000

All Crashes										
Severity	1996	Rate	1997	Rate	1998	Rate	1999	Rate	2000	Rate
Fatal	58	0.26	45	0.21	68	0.31	67	0.30	71	0.30
Personal Injury	1,443	6.51	1,450	6.74	1,580	7.16	1,637	7.22	1,730	7.41
Property Damage	343	1.55	404	1.88	415	1.88	445	1.96	478	2.05
Total Crashes	1,844	8.32	1,899	8.82	2,063	9.35	2,149	9.48	2,279	9.76
% Fatal	3.1%		2.4%		3.3%		3.1%		3.1%	
% Personal Injury	78.3%		76.4%		76.6%		76.2%		75.9%	
% Property Damage	18.6%		21.3%		20.1%		20.7%		21.0%	
Alcohol-Related Crashes										
Severity	1996	Rate	1997	Rate	1998	Rate	1999	Rate	2000	Rate
Fatal	17	0.08	15	0.07	18	0.08	27	0.12	19	0.08
Personal Injury	178	0.80	173	0.80	178	0.81	173	0.76	179	0.77
Property Damage	23	0.10	19	0.09	23	0.10	15	0.07	26	0.11
Total Alcohol-Related	218	0.98	207	0.96	219	0.99	215	0.95	224	0.96
% of all Fatal	29.3%		33.3%		26.5%		40.3%		26.8%	
% of all Personal Injury	12.3%		11.9%		11.3%		10.6%		10.3%	
% of all Property Damage	6.7%		4.7%		5.5%		3.4%		5.4%	
% of Total Crashes	11.8%		10.9%		10.6%		10.0%		9.8%	

Note: Rates are expressed per 1,000 licensed motorcycle drivers.

Table includes motorcycles, mopeds, motorized bicycles, motor scooters and minibikes.

Licensed Driver Source: Indiana Bureau of Motor Vehicles, 2000

- *Motorcyclist crashes have escalated over the past few years, increasing 23.6 percent from 1996.*
- *The 71 fatal motorcyclist crashes represented the highest number since 1991, and was 57.8 percent higher than the low of 45 in 1997.*
- *Of the 224 alcohol-related motorcyclist crashes, 8.5 percent were fatal.*

vehicles

Assessing the impact of motorcyclist crashes is a challenge because most motorcyclists do not ride their motorcycle year round due to the adverse weather conditions experienced during Indiana winters. Between 1991 and 1996, the number of registered motorcycles was relatively constant. However, since 1996, the number of registered motorcycles has increased by 18.4 percent with a 13.0 percent increase between 1999 and 2000. This dramatic increase in the past year has been observed not only by Indiana, but also by other states. Likewise, there has been an upsurge in the number of drivers who also hold a motorcycle endorsement. This combination has lead to a six percent increase in the number of motorcycles involved in a crash from 1999 to 2000. Compared to passenger cars that had a fatal crash involvement rate of 3.4 per 1,000 passenger cars involved in a crash, the fatal crash involvement rate of motorcycles was 32.1 per 1,000 motorcycles involved in a crash—nearly 10 times the fatal crash involvement rate of passenger cars.

- *Although there were fewer motorcyclist crashes in 2000 than in 1991, the percent of crashes that were fatal was higher at 3.1 percent in 2000 versus 2.8 percent in 1991.*
- *Nearly 2 out of 3 motorcyclist crashes occurred between Noon and 8:59 PM.*
- *The hours of 9:00 PM to 2:59 AM accounted for 28.2 percent of the fatal motorcyclist crashes.*
- *38 of the 71 fatal motorcyclist crashes (53.5 percent) occurred on Friday and Saturday.*

Table 60. Motorcyclist Crashes by Severity, 1991–2000

Year	Registered Cycles	Licensed Cyclists	Fatal Crashes		Personal Injury		Property Damage		Total Crashes
			Count	Percent	Count	Percent	Count	Percent	
1991	96,390	228,570	78	2.8%	2,157	76.8%	575	20.5%	2,810
1992	94,765	212,310	69	3.0%	1,784	78.3%	426	18.7%	2,279
1993	95,267	218,462	53	2.4%	1,796	79.8%	402	17.9%	2,251
1994	97,017	223,306	65	2.7%	1,937 ¹	80.4%	408 ¹	16.9%	2,410 ¹
1995	96,394	228,236	64	2.8%	1,786 ¹	79.3%	401 ¹	17.8%	2,251 ¹
1996	96,518	221,758	58	3.1%	1,443	78.3%	343	18.6%	1,844
1997	98,476	215,279	45	2.4%	1,450	76.4%	404	21.3%	1,899
1998	102,848	220,746	68	3.3%	1,580	76.6%	415	20.1%	2,063
1999	101,140	226,646	67	3.1%	1,637	76.2%	445	20.7%	2,149
2000	114,293	233,434	71	3.1%	1,730	75.9%	478	21.0%	2,279

Note: Table includes motorcycles, mopeds, motorized bicycles, motor scooters and minibikes.

Example: In 2000, 71 of 2,279, or 3.1% of motorcycle crashes were fatal crashes.

¹ Corrected for misclassified private property crashes. See Private Property in Glossary for explanation.

Table 61. Motorcyclist Crashes by Time of Day and Day of Week, 2000

Time	Sunday		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Total		
	Fatal	Total	Fatal	Total	Fatal	Total	Fatal	Total	Fatal	Total	Fatal	Total	Fatal	Total	Fatal	Total	% Fatal
Midnight - 2:59 AM	2	18	1	8	1	14	0	10	0	14	1	15	2	39	7	118	5.9%
3:00 AM - 5:59 AM	1	13	0	2	0	10	0	4	0	4	0	9	1	11	2	53	3.8%
6:00 AM - 8:59 AM	2	11	1	14	0	15	0	19	0	17	1	17	0	15	4	108	3.7%
9:00 AM - 11:59 AM	1	35	1	23	0	23	0	21	2	24	2	38	2	56	8	220	3.6%
Noon - 2:59 PM	1	86	1	45	0	29	1	37	2	37	1	65	1	77	7	376	1.9%
3:00 PM - 5:59 PM	1	82	2	83	1	67	1	79	3	91	4	115	5	116	17	633	2.7%
6:00 PM - 8:59 PM	0	56	2	51	0	59	2	75	0	82	5	83	3	79	12	485	2.5%
9:00 PM - 11:59 PM	1	27	0	19	1	31	1	36	1	42	5	52	4	45	13	252	5.2%
Unknown	0	4	0	4	0	3	0	7	0	4	0	5	1	7	1	34	2.9%
Total	9	332	8	249	3	251	5	288	8	315	19	399	19	445	71	2,279	3.1%

Example: Of the 118 motorcyclist crashes that occurred between Midnight and 2:59 AM in 2000, 5.9% (7/118) were fatal.

- 7 out of 10 personal injury and property damage motorcyclist crashes occurred during daylight hours.
- A motorcyclist crash that occurred at night was 79 percent more likely to be fatal than if it occurred during daylight hours.
- Nearly 4 out of 10 motorcyclist crashes that occurred at night resulted in a fatality versus 1 out of 4 during daylight hours.

Table 62. Motorcyclist Crashes by Light Condition and Severity, 2000

Light Condition	Fatal Crashes		Personal Injury		Property Damage		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	42	59.2%	1,220	70.5%	326	68.2%	1,588	69.7%
Dawn or Dusk	0	0.0%	82	4.7%	28	5.9%	110	4.8%
Darkness	27	38.0%	424	24.5%	121	25.3%	572	25.1%
Not Stated	2	2.8%	4	0.2%	3	0.6%	9	0.4%
Total	71	100.0%	1,730	100.0%	478	100.0%	2,279	100.0%

- Alcohol was twice as likely to be the cause of a fatal motorcyclist crash (13.9 percent) compared to all alcohol-related motorcyclist crashes (6.7 percent).
- Driver Inattention was the leading cause for motorcyclist crashes (25.9 percent), but Unsafe Speed was the primary contributing circumstance in motorcyclist fatal crashes (25.2 percent).

Table 63. Motorcyclist Crashes by Vehicular Contributing Circumstance, 2000

Contributing Circumstance	Fatal Crashes		Personal Injury		Property Damage		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Unsafe Speed	29	25.2%	243	9.9%	45	7.1%	317	9.9%
Failure to Yield	15	13.0%	421	17.2%	78	12.3%	514	16.0%
Disregarded Signal/Sign	1	0.9%	54	2.2%	11	1.7%	66	2.1%
Left of Center	8	7.0%	59	2.4%	16	2.5%	83	2.6%
Improper Passing	2	1.7%	59	2.4%	16	2.5%	77	2.4%
Following Too Closely	1	0.9%	86	3.5%	48	7.5%	135	4.2%
Improper Turning	3	2.6%	62	2.5%	17	2.7%	82	2.6%
Alcoholic Beverages	16	13.9%	173	7.1%	26	4.1%	215	6.7%
Other Improper Driving	5	4.3%	85	3.5%	36	5.7%	126	3.9%
Mechanical Failure	0	0.0%	57	2.3%	19	3.0%	76	2.4%
Driver Asleep	0	0.0%	6	0.2%	0	0.0%	6	0.2%
Driver Inattention	23	20.0%	609	24.8%	197	31.0%	829	25.9%
Animals on Roadway	3	2.6%	85	3.5%	27	4.2%	115	3.6%
Roadway Factors	0	0.0%	81	3.3%	15	2.4%	96	3.0%
Material on Surface (Weather)	1	0.9%	97	4.0%	25	3.9%	123	3.8%
Other	8	7.0%	276	11.3%	60	9.4%	344	10.7%

Note: See Glossary for an explanation of groupings of Contributing Circumstance.

Example: Driver Inattention was a Contributing Circumstance for 829 of 3,204, or 25.9% of the contributing circumstances cited in motorcycle crashes for 2000.

vehicles

Table 64. Motorcyclist Fatalities by Helmet Use, 1991–2000

Year	Cyclist Fatalities Without Helmet						Cyclist Fatalities Wearing Helmet						Total Cyclist Fatalities		
	Driver		Passenger		Total		Driver		Passenger		Total		Driver	Passenger	Total
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent			
1991	58	81.7%	10	100.0%	68	84.0%	13	18.3%	0	0.0%	13	16.0%	71	10	81
1992	54	85.7%	7	100.0%	61	87.1%	9	14.3%	0	0.0%	9	12.9%	63	7	70
1993	38	82.6%	7	100.0%	45	84.9%	8	17.4%	0	0.0%	8	15.1%	46	7	53
1994	50	83.3%	5	100.0%	55	84.6%	10	16.7%	0	0.0%	10	15.4%	60	5	65
1995	49	83.1%	6	100.0%	55	84.6%	10	16.9%	0	0.0%	10	15.4%	59	6	65
1996	46	85.2%	8	88.9%	54	85.7%	8	14.8%	1	11.1%	9	14.3%	54	9	63
1997	33	84.6%	6	75.0%	39	83.0%	6	15.4%	2	25.0%	8	17.0%	39	8	47
1998	48	78.7%	6	85.7%	54	79.4%	13	21.3%	1	14.3%	14	20.6%	61	7	68
1999	53	85.5%	4	80.0%	57	85.1%	9	14.5%	1	20.0%	10	14.9%	62	5	67
2000	52	80.0%	7	77.8%	59	79.7%	13	20.0%	2	22.2%	15	20.3%	65	9	74

Note: Cycles includes motorcycles, motorized bicycles, minibikes, motor scooters and mopeds.

Example: In 2000, 52 of 65, or 80.0% of fatally injured motorcycle drivers were not wearing a helmet.

- *Of the 74 drivers and passengers killed in 2000 while riding a motorcycle, 80 percent were not wearing a helmet.*

Table 65. Motorcyclist Crashes by Month and Severity with Fatalities and Injuries by Rural/Urban Locale, 2000

Month	Fatal Crashes			Personal Injury			Property Damage			Total Crashes			Motorcyclists Only						Non-Motorcyclists					
													Fatalities			Injuries			Fatalities			Injuries		
	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total
January	0	0	0	6	6	12	0	2	2	6	8	14	0	0	0	7	4	11	0	0	0	0	6	6
February	0	0	0	12	16	28	3	8	11	15	24	39	0	0	0	13	21	34	0	0	0	2	0	2
March	2	3	5	27	60	87	8	14	22	37	77	114	2	3	5	35	65	100	0	0	0	5	4	9
April	5	1	6	70	92	162	19	29	48	94	122	216	6	1	7	83	99	182	0	0	0	7	10	17
May	7	1	8	92	130	222	23	37	60	122	168	290	7	1	8	103	143	246	0	0	0	11	18	29
June	6	5	11	128	134	262	29	37	66	163	176	339	6	5	11	146	149	295	0	0	0	11	11	22
July	10	4	14	121	151	272	21	41	62	152	196	348	10	4	14	141	161	302	0	0	0	13	18	31
August	6	7	13	129	148	277	31	44	75	166	199	365	7	8	15	140	158	298	0	0	0	17	15	32
September	6	3	9	91	118	209	24	28	52	121	149	270	6	3	9	105	127	232	0	0	0	4	10	14
October	4	1	5	72	82	154	18	39	57	94	122	216	4	1	5	86	91	177	0	0	0	3	4	7
November	0	0	0	16	26	42	6	9	15	22	35	57	0	0	0	17	27	44	0	0	0	0	1	1
December	0	0	0	1	2	3	2	6	8	3	8	11	0	0	0	1	2	3	0	0	0	0	0	0
Total	46	25	71	765	965	1,730	184	294	478	995	1,284	2,279	48	26	74	877	1,047	1,924	0	0	0	73	97	170

Note: Crashes include motorcycles, motorized bicycles, minibikes, motor scooters and mopeds.

- 65 percent of fatal motorcyclist crashes occurred in rural areas.
- None of the fatal motorcyclist crashes occurred during the winter months of January, February, November or December.

Figure 47. Motorcyclist Crashes by Month, 2000

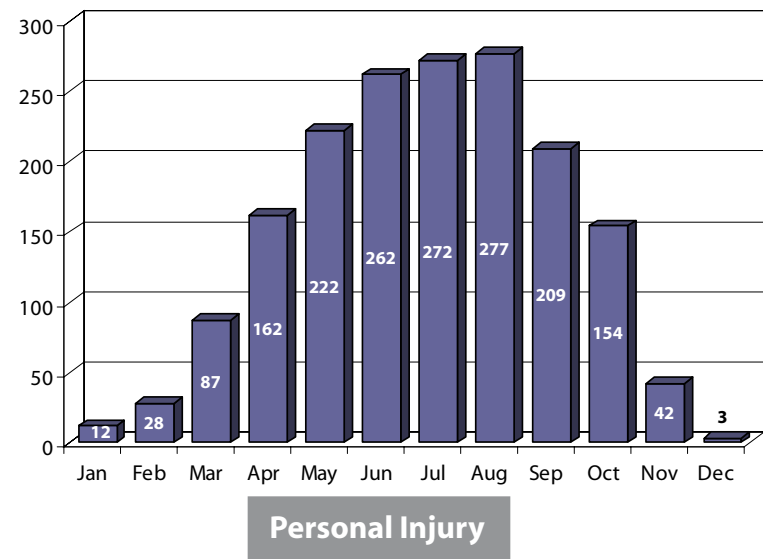
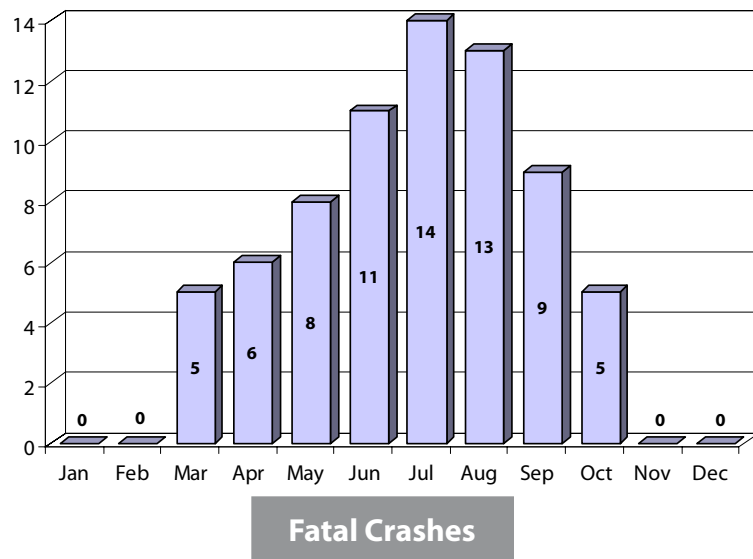


Table 66. Pickup Truck Crashes by Vehicular Contributing Circumstance and Severity, 2000

Contributing Circumstance	Pickup Trucks								Other Vehicles Involved in Pickup Truck Crashes							
	Fatal Crashes		Personal Injury		Property Damage		Total Crashes		Fatal Crashes		Personal Injury		Property Damage		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Unsafe Speed	29	11.2%	886	6.4%	2,068	4.8%	2,983	5.2%	15	10.1%	519	5.0%	1,112	3.5%	1,646	3.9%
Failure to Yield	38	14.6%	2,366	17.1%	5,386	12.4%	7,790	13.6%	32	21.5%	2,196	21.0%	4,860	15.5%	7,088	16.9%
Disregarded Signal/Sign	22	8.5%	894	6.5%	1,201	2.8%	2,117	3.7%	15	10.1%	834	8.0%	1,069	3.4%	1,918	4.6%
Left of Center	38	14.6%	459	3.3%	878	2.0%	1,375	2.4%	33	22.1%	354	3.4%	674	2.2%	1,061	2.5%
Improper Passing	3	1.2%	96	0.7%	569	1.3%	668	1.2%	2	1.3%	92	0.9%	498	1.6%	592	1.4%
Following Too Closely	0	0.0%	1,081	7.8%	3,810	8.8%	4,891	8.5%	1	0.7%	1,080	10.3%	3,640	11.6%	4,721	11.3%
Improper Turning	0	0.0%	174	1.3%	920	2.1%	1,094	1.9%	0	0.0%	153	1.5%	782	2.5%	935	2.2%
Alcoholic Beverages	36	13.8%	895	6.5%	1,209	2.8%	2,140	3.7%	7	4.7%	378	3.6%	597	1.9%	982	2.3%
Other Improper Driving	9	3.5%	421	3.0%	2,600	6.0%	3,030	5.3%	3	2.0%	290	2.8%	2,199	7.0%	2,492	5.9%
Mechanical Failure	0	0.0%	226	1.6%	877	2.0%	1,103	1.9%	0	0.0%	172	1.6%	584	1.9%	756	1.8%
Driver Asleep	6	2.3%	256	1.9%	380	0.9%	642	1.1%	1	0.7%	108	1.0%	141	0.4%	250	0.6%
Driver Inattention	35	13.5%	3,708	26.8%	12,599	29.1%	16,342	28.4%	21	14.1%	3,094	29.6%	10,443	33.3%	13,558	32.3%
Animals on Roadway	1	0.4%	160	1.2%	2,987	6.9%	3,148	5.5%	0	0.0%	11	0.1%	65	0.2%	76	0.2%
Roadway Factors	3	1.2%	56	0.4%	196	0.5%	255	0.4%	0	0.0%	17	0.2%	81	0.3%	98	0.2%
Material on Surface (Weather)	14	5.4%	1,029	7.4%	4,393	10.1%	5,436	9.5%	5	3.4%	533	5.1%	2,216	7.1%	2,754	6.6%
Other	26	10.0%	1,115	8.1%	3,293	7.6%	4,434	7.7%	14	9.4%	633	6.0%	2,374	7.6%	3,021	7.2%

Note: See Glossary for an explanation of groupings of Contributing Circumstance.

Example: Alcoholic Beverages was a Contributing Circumstance for 36 of 260, or 13.8%, of the contributing circumstances cited in fatal pickup truck crashes.

- Driver Inattention on the part of the pickup driver was cited as the vehicular contributing circumstance of the crash in nearly 3 out of 10 pickup truck crashes.
- Failure to Yield, Left of Center and Alcoholic Beverages were the vehicle contributing circumstance in more than 4 out of 10 fatal crashes involving a pickup truck.

Table 67

- 62 percent of large single-unit truck crashes occurred in urban areas, but 75 percent of fatal large single-unit truck crashes occurred in rural areas.
- Of the 47 fatalities that resulted from crashes involving large single-unit trucks, 75 percent of those killed were occupants of other vehicles or non-occupants.

Table 68

- Driver Inattention was cited nearly 2½ times more than the next leading vehicular contributing circumstance in all crashes involving large single-unit trucks. In fatal crashes, the vehicular contributing circumstance was fairly equally distributed among Failure to Yield, Left of Center and Driver Inattention.

Table 67. Large Single-Unit Truck Crashes by Month, Severity and Locale with Fatalities and Injuries, 2000

Month	Fatal Crashes			Personal Injury			Property Damage			Total Crashes			In Single-Unit Truck						Not in Single-Unit Truck					
													Fatalities			Injuries			Fatalities			Injuries		
	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total
January	2	1	3	81	97	178	322	539	861	405	637	1,042	1	0	1	53	50	103	1	1	2	55	92	147
February	3	0	3	81	107	188	266	465	731	350	572	922	2	0	2	58	47	105	1	0	1	67	99	166
March	3	1	4	77	134	211	213	485	698	293	620	913	0	0	0	50	54	104	4	1	5	64	125	189
April	2	0	2	75	123	198	200	425	625	277	548	825	0	0	0	47	70	117	2	0	2	67	114	181
May	2	0	2	104	151	255	316	518	834	422	669	1,091	0	0	0	68	70	138	2	0	2	75	155	230
June	7	2	9	108	155	263	299	520	819	414	677	1,091	5	0	5	62	58	120	4	3	7	102	165	267
July	5	1	6	107	115	222	232	479	711	344	595	939	1	0	1	69	56	125	5	1	6	97	118	215
August	3	3	6	122	112	234	253	456	709	378	571	949	1	2	3	79	57	136	2	1	3	104	102	206
September	6	2	8	106	137	243	284	497	781	396	636	1,032	2	1	3	70	60	130	6	1	7	87	147	234
October	2	2	4	108	114	222	305	517	822	415	633	1,048	0	0	0	61	52	113	2	2	4	97	111	208
November	1	1	2	62	126	188	330	481	811	393	608	1,001	0	1	1	44	62	106	1	0	1	53	127	180
December	4	0	4	108	145	253	523	814	1,337	635	959	1,594	0	0	0	75	56	131	7	0	7	84	150	234
Total	40	13	53	1,139	1,516	2,655	3,543	6,196	9,739	4,722	7,725	12,447	12	4	16	736	692	1,428	37	10	47	952	1,505	2,457

Table 68. Large Single-Unit Truck Crashes by Vehicular Contributing Circumstance and Severity, 2000

Contributing Circumstance	Large, Single-Unit Trucks								Other Vehicles Involved in Crashes with Large, Single-Unit Trucks							
	Fatal Crashes		Personal Injury		Property Damage		Total Crashes		Fatal Crashes		Personal Injury		Property Damage		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Unsafe Speed	8	12.3%	194	5.8%	434	3.7%	636	4.2%	14	20.9%	146	5.0%	311	3.3%	471	3.8%
Failure to Yield	10	15.4%	578	17.3%	1,246	10.7%	1,834	12.2%	10	14.9%	557	19.0%	1,195	12.6%	1,762	14.1%
Disregarded Signal/Sign	5	7.7%	221	6.6%	294	2.5%	520	3.5%	6	9.0%	214	7.3%	270	2.9%	490	3.9%
Left of Center	11	16.9%	104	3.1%	185	1.6%	300	2.0%	10	14.9%	95	3.2%	181	1.9%	286	2.3%
Improper Passing	1	1.5%	26	0.8%	184	1.6%	211	1.4%	1	1.5%	29	1.0%	185	2.0%	215	1.7%
Following Too Closely	1	1.5%	280	8.4%	1039	8.9%	1,320	8.8%	1	1.5%	311	10.6%	1030	10.9%	1,342	10.8%
Improper Turning	1	1.5%	47	1.4%	255	2.2%	303	2.0%	1	1.5%	44	1.5%	234	2.5%	279	2.2%
Alcoholic Beverages	4	6.2%	144	4.3%	233	2.0%	381	2.5%	4	6.0%	103	3.5%	172	1.8%	279	2.2%
Other Improper Driving	1	1.5%	137	4.1%	1122	9.6%	1,260	8.4%	2	3.0%	117	4.0%	951	10.0%	1,070	8.6%
Mechanical Failure	1	1.5%	101	3.0%	348	3.0%	450	3.0%	0	0.0%	73	2.5%	250	2.6%	323	2.6%
Driver Asleep	1	1.5%	48	1.4%	79	0.7%	128	0.8%	0	0.0%	27	0.9%	39	0.4%	66	0.5%
Driver Inattention	11	16.9%	928	27.7%	3,642	31.2%	4,581	30.4%	12	17.9%	878	29.9%	3,101	32.7%	3,991	32.0%
Oversize/Overweight Load	0	0.0%	5	0.1%	43	0.4%	48	0.3%	0	0.0%	0	0.0%	18	0.2%	18	0.1%
Animals on Roadway	0	0.0%	32	1.0%	377	3.2%	409	2.7%	0	0.0%	6	0.2%	8	0.1%	14	0.1%
Roadway Factors	0	0.0%	19	0.6%	70	0.6%	89	0.6%	0	0.0%	8	0.3%	36	0.4%	44	0.4%
Material on Surface (Weather)	2	3.1%	201	6.0%	1056	9.1%	1,259	8.4%	2	3.0%	138	4.7%	708	7.5%	848	6.8%
Other	8	12.3%	280	8.4%	1,051	9.0%	1,339	8.9%	4	6.0%	186	6.3%	784	8.3%	974	7.8%

Note: See Glossary for an explanation of groupings of Contributing Circumstance.

Example: Of the total number of vehicular contributing circumstances assigned to crashes involving a large, single-unit truck, 4,581 of 15,068, or 30.4% were attributed to the circumstance of Driver Inattention.

Table 69. Large Truck with Trailer Crashes by Month, Severity and Locale with Fatalities and Injuries, 2000

Month	Fatal Crashes			Personal Injury			Property Damage			Total Crashes			In Truck with Trailer						Not in Truck with Trailer					
	Fatal Crashes			Personal Injury			Property Damage			Total Crashes			Fatalities			Injuries			Fatalities			Injuries		
	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total
January	3	1	4	89	54	143	331	308	639	423	363	786	0	0	0	47	6	53	3	2	5	67	67	134
February	5	2	7	66	60	126	249	278	527	320	340	660	1	1	2	30	16	46	4	2	6	55	66	121
March	10	2	12	60	56	116	239	223	462	309	281	590	2	0	2	31	17	48	8	3	11	54	58	112
April	7	2	9	58	58	116	210	267	477	275	327	602	2	1	3	26	24	50	5	1	6	66	74	140
May	6	1	7	76	63	139	275	273	548	357	337	694	1	0	1	39	16	55	7	1	8	70	70	140
June	13	2	15	69	60	129	256	298	554	338	360	698	0	0	0	39	13	52	16	2	18	80	65	145
July	4	1	5	57	52	109	245	274	519	306	327	633	1	0	1	27	9	36	7	1	8	52	65	117
August	4	1	5	78	70	148	249	279	528	331	350	681	1	0	1	37	18	55	3	1	4	75	75	150
September	7	3	10	70	44	114	232	274	506	309	321	630	4	2	6	39	13	52	4	1	5	57	54	111
October	9	5	14	84	55	139	340	268	608	433	328	761	1	0	1	31	13	44	8	5	13	79	59	138
November	3	1	4	80	42	122	273	285	558	356	328	684	1	1	2	29	9	38	2	0	2	86	41	127
December	9	1	10	117	60	177	463	375	838	589	436	1025	1	0	1	40	17	57	12	1	13	131	65	196
Total	80	22	102	904	674	1,578	3,362	3,402	6,764	4,346	4,098	8,444	15	5	20	415	171	586	79	20	99	872	759	1,631

- *There were 102 fatal crashes involving large trucks with trailers resulting in 119 fatalities—83.2 percent of those killed were occupants of the other vehicle or non-occupants.*
- *Although 51.5 percent of all crashes involving large trucks with trailers were in rural areas, for large truck/trailer fatal crashes, the rate increased to 78.4 percent in rural areas.*

Table 70. Large Truck with Trailer Crashes by Vehicular Contributing Circumstance and Severity, 2000

Contributing Circumstance	Large Trucks with Trailers								Other Vehicles Involved in Crashes with Large Trucks with Trailers							
	Fatal Crashes		Personal Injury		Property Damage		Total Crashes		Fatal Crashes		Personal Injury		Property Damage		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Unsafe Speed	15	13.5%	245	12.3%	523	6.2%	783	7.4%	17	13.4%	194	11.0%	313	5.4%	524	6.8%
Failure to Yield	12	10.8%	190	9.5%	519	6.2%	721	6.9%	18	14.2%	187	10.6%	528	9.2%	733	9.6%
Disregarded Signal/Sign	18	16.2%	91	4.6%	122	1.5%	231	2.2%	19	15.0%	94	5.3%	96	1.7%	209	2.7%
Left of Center	14	12.6%	50	2.5%	126	1.5%	190	1.8%	17	13.4%	56	3.2%	113	2.0%	186	2.4%
Improper Passing	2	1.8%	28	1.4%	169	2.0%	199	1.9%	2	1.6%	37	2.1%	177	3.1%	216	2.8%
Following Too Closely	3	2.7%	171	8.6%	633	7.5%	807	7.7%	1	0.8%	151	8.5%	462	8.0%	614	8.0%
Improper Turning	2	1.8%	40	2.0%	443	5.3%	485	4.6%	3	2.4%	42	2.4%	266	4.6%	311	4.1%
Alcoholic Beverages	4	3.6%	45	2.3%	52	0.6%	101	1.0%	8	6.3%	85	4.8%	62	1.1%	155	2.0%
Other Improper Driving	4	3.6%	166	8.3%	1,174	14.0%	1,344	12.8%	4	3.1%	145	8.2%	993	17.2%	1,142	14.9%
Mechanical Failure	1	0.9%	73	3.7%	353	4.2%	427	4.1%	1	0.8%	38	2.2%	192	3.3%	231	3.0%
Driver Asleep	2	1.8%	66	3.3%	83	1.0%	151	1.4%	0	0.0%	44	2.5%	56	1.0%	100	1.3%
Driver Inattention	18	16.2%	494	24.8%	2,269	27.0%	2,781	26.5%	19	15.0%	432	24.4%	1,525	26.5%	1,976	25.8%
Oversize/Overweight Load	0	0.0%	3	0.2%	88	1.0%	91	0.9%	0	0.0%	1	0.1%	22	0.4%	23	0.3%
Animals on Roadway	0	0.0%	13	0.7%	279	3.3%	292	2.8%	0	0.0%	1	0.1%	7	0.1%	8	0.1%
Roadway Factors	0	0.0%	16	0.8%	68	0.8%	84	0.8%	0	0.0%	11	0.6%	32	0.6%	43	0.6%
Material on Surface (Weather)	2	1.8%	131	6.6%	601	7.1%	734	7.0%	7	5.5%	132	7.5%	439	7.6%	578	7.6%
Other	14	12.6%	173	8.7%	906	10.8%	1,093	10.4%	11	8.7%	117	6.6%	475	8.2%	603	7.9%

Note: See Glossary for an explanation of groupings of Contributing Circumstance.

Example: Of the total number of vehicular contributing circumstances assigned to crashes involving large trucks with trailers, 2,781 of 10,514, or 26.5 percent, were attributed to the circumstance of Driver Inattention.

Table 71. School Bus Crashes by Month, Severity and Locale with Fatalities and Injuries, 2000

Month	Out of Bus									In Bus														
	Fatal Crashes			Personal Injury			Property Damage			Total Crashes			Fatalities			Injuries			Fatalities			Injuries		
	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total
January	0	0	0	5	7	12	52	53	105	57	60	117	0	0	0	2	5	7	0	0	0	5	5	10
February	0	0	0	9	5	14	19	50	69	28	55	83	0	0	0	6	3	9	0	0	0	20	3	23
March	0	0	0	4	9	13	16	46	62	20	55	75	0	0	0	3	7	10	0	0	0	10	30	40
April	0	0	0	4	9	13	18	33	51	22	42	64	0	0	0	14	7	21	0	0	0	8	19	27
May	1	0	1	4	8	12	24	45	69	29	53	82	1	0	1	4	7	11	0	0	0	13	27	40
June	0	0	0	1	1	2	2	19	21	3	20	23	0	0	0	1	1	2	0	0	0	1	0	1
July	0	0	0	1	0	1	1	9	10	2	9	11	0	0	0	2	0	2	0	0	0	9	0	9
August	0	0	0	1	4	5	12	13	25	13	17	30	0	0	0	3	5	8	0	0	0	2	4	6
September	0	0	0	9	8	17	29	42	71	38	50	88	0	0	0	6	12	18	0	0	0	12	2	14
October	0	0	0	6	8	14	24	51	75	30	59	89	0	0	0	3	10	13	0	0	0	16	4	20
November	0	0	0	4	15	19	23	44	67	27	59	86	0	0	0	2	20	22	0	0	0	9	15	24
December	0	1	1	11	5	16	41	46	87	52	52	104	0	1	1	8	6	14	0	0	0	12	8	20
Total	1	1	2	59	79	138	261	451	712	321	531	852	1	1	2	54	83	137	0	0	0	117	117	234

Table 70

- Driver Inattention was the most frequently cited contributing circumstance of crashes involving large trucks with trailers (26.5 percent), but fatal crashes were equally divided between Disregarded Signal/Sign and Driver Inattention at 16.2 percent each.

Table 71

- There were 2 fatal school bus crashes in 2000, but neither fatality was an occupant of the school bus.
- Of the 234 injuries sustained as a result of a school bus crash, 58.5 percent (137) were not passengers in the bus.
- There were 852 school bus crashes during 2000, with 62.3 percent occurring in urban areas.

vehicles

- 1 out of 4 school bus crashes occurred during the months of January and December.
- The gap between the number of rural and urban school bus crashes was greatest during the months of February, March, October and November, unlike the winter months of December and January when rural and urban crashes were more equally dispersed.

Figure 48. School Bus Crashes by Month and Locale, 2000

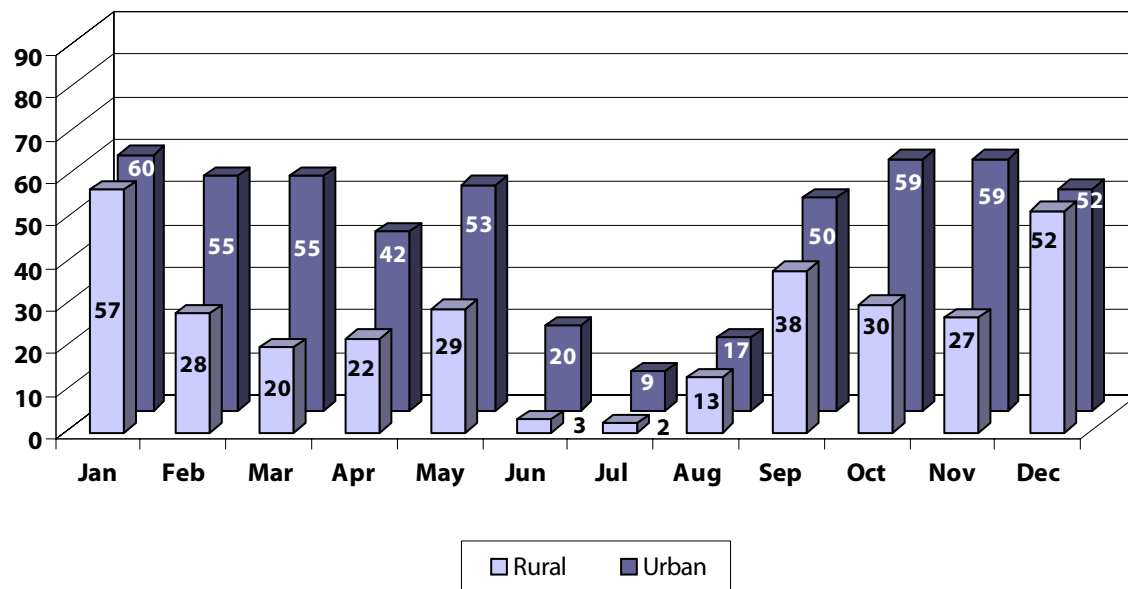


Table 72. School Bus Crashes by Vehicular Contributing Circumstance and Severity, 2000

Contributing Circumstance	School Bus								Other Vehicles Involved in Crashes with School Buses							
	Fatal Crashes		Personal Injury		Property Damage		Total Crashes		Fatal Crashes		Personal Injury		Property Damage		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Unsafe Speed	0	0.0%	15	9.6%	32	4.0%	47	4.9%	0	0.0%	19	10.9%	31	3.7%	50	5.0%
Failure to Yield	2	100.0%	24	15.3%	70	8.8%	96	10.0%	2	100.0%	26	14.9%	80	9.7%	108	10.7%
Disregarded Signal/Sign	0	0.0%	14	8.9%	13	1.6%	27	2.8%	0	0.0%	18	10.3%	14	1.7%	32	3.2%
Left of Center	0	0.0%	6	3.8%	28	3.5%	34	3.5%	0	0.0%	9	5.1%	28	3.4%	37	3.7%
Improper Passing	0	0.0%	1	0.6%	16	2.0%	17	1.8%	0	0.0%	1	0.6%	17	2.1%	18	1.8%
Following Too Closely	0	0.0%	12	7.6%	49	6.1%	61	6.4%	0	0.0%	17	9.7%	64	7.7%	81	8.1%
Improper Turning	0	0.0%	4	2.5%	45	5.6%	49	5.1%	0	0.0%	3	1.7%	41	5.0%	44	4.4%
Alcoholic Beverages	0	0.0%	0	0.0%	3	0.4%	3	0.3%	0	0.0%	2	1.1%	2	0.2%	4	0.4%
Other Improper Driving	0	0.0%	6	3.8%	70	8.8%	76	7.9%	0	0.0%	5	2.9%	66	8.0%	71	7.1%
Mechanical Failure	0	0.0%	2	1.3%	10	1.3%	12	1.3%	0	0.0%	4	2.3%	9	1.1%	13	1.3%
Driver Asleep	0	0.0%	1	0.6%	1	0.1%	2	0.2%	0	0.0%	2	1.1%	2	0.2%	4	0.4%
Driver Inattention	0	0.0%	36	22.9%	273	34.1%	309	32.2%	0	0.0%	40	22.9%	279	33.7%	319	31.7%
Animals on Roadway	0	0.0%	0	0.0%	6	0.8%	6	0.6%	0	0.0%	0	0.0%	3	0.4%	3	0.3%
Roadway Factors	0	0.0%	2	1.3%	6	0.8%	8	0.8%	0	0.0%	1	0.6%	4	0.5%	5	0.5%
Material on Surface (Weather)	0	0.0%	11	7.0%	86	10.8%	97	10.1%	0	0.0%	12	6.9%	100	12.1%	112	11.1%
Other	0	0.0%	23	14.6%	92	11.5%	115	12.0%	0	0.0%	16	9.1%	88	10.6%	104	10.3%

Note: See Glossary for an explanation of groupings of Contributing Circumstance.

Table 73. Railroad/Motor Vehicle Crashes by Vehicular Contributing Circumstance and Severity, 2000

Contributing Circumstance	Fatal Crashes		Personal Injury		Property Damage		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Unsafe Speed	2	6.9%	5	3.3%	3	1.6%	10	2.7%
Failure to Yield	10	34.5%	28	18.4%	25	13.5%	63	17.2%
Disregarded Signal/Sign	7	24.1%	21	13.8%	18	9.7%	46	12.6%
Left of Center	0	0.0%	3	2.0%	3	1.6%	6	1.6%
Improper Passing	0	0.0%	2	1.3%	5	2.7%	7	1.9%
Following Too Closely	0	0.0%	1	0.7%	3	1.6%	4	1.1%
Improper Turning	0	0.0%	0	0.0%	3	1.6%	3	0.8%
Alcoholic Beverages	1	3.4%	16	10.5%	12	6.5%	29	7.9%
Other Improper Driving	0	0.0%	6	3.9%	4	2.2%	10	2.7%
Mechanical Failure	1	3.4%	3	2.0%	4	2.2%	8	2.2%
Driver Asleep	0	0.0%	2	1.3%	1	0.5%	3	0.8%
Driver Inattention	6	20.7%	43	28.3%	63	34.1%	112	30.6%
Animals on Roadway	0	0.0%	0	0.0%	3	1.6%	3	0.8%
Roadway Factors	0	0.0%	1	0.7%	4	2.2%	5	1.4%
Material on Surface (Weather)	1	3.4%	6	3.9%	15	8.1%	22	6.0%
Other	1	3.4%	15	9.9%	19	10.3%	35	9.6%

Note: See Glossary for an explanation of groupings of Contributing Circumstance.

Example: Of the 29 contributing circumstances assigned in fatal train crashes, 10, or 34.5 percent were Failure to Yield.

Table 72

- *Like most other vehicle crashes, Driver Inattention was the leading cause of school bus crashes.*
- *The fatal school bus crashes were due to a Failure to Yield by at least 1 of the vehicles involved.*

Table 73

- *3 out of 10 vehicular contributing circumstances cited in motor vehicle/train crashes during 2000 were attributed to Driver Inattention.*
- *Among fatal crashes, 58.6 percent were attributed to the motor vehicle operator disregarding the signal or sign and failing to stop at the railroad crossing.*

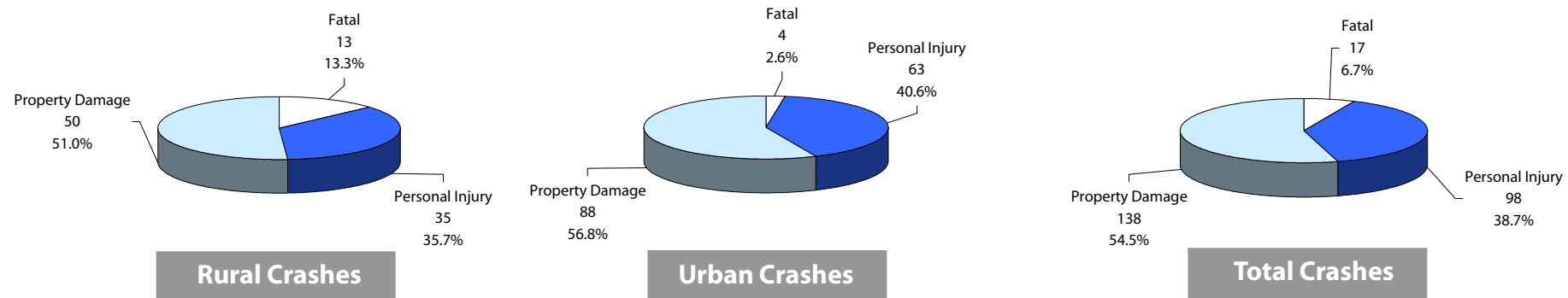
vehicles

Table 74. Railroad/Motor Vehicle Crashes by Light Condition and Severity, 2000

Light Condition	Fatal Crashes		Personal Injury		Property Damage		Total Crashes	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Daylight	12	70.6%	58	59.2%	78	56.5%	148	58.5%
Dawn or Dusk	0	0.0%	3	3.1%	6	4.3%	9	3.6%
Dark, Street Lights On	1	5.9%	21	21.4%	37	26.8%	59	23.3%
Dark, Street Lights Off	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Dark, No Street Lights	4	23.5%	16	16.3%	17	12.3%	37	14.6%
Total	17		98		138		253	100.0%

- 12 of the 17 fatal train and motor vehicle crashes (70.6 percent) were during daylight conditions.
- 45 percent of the train and motor vehicle crashes that occurred in 2000 resulted in an injury or fatality.
- In 2000, 1 out of every 15 motor vehicle crashes involving a train was fatal.

Figure 49. Railroad/Motor Vehicle Crashes by Severity and Locale, 2000



- While more than 3 out of 5 train/motor vehicle crashes occurred in urban areas, 3 out of 4 fatal train/motor vehicle crashes occurred in rural areas.

Chapter 6

Alcohol

TOPICS

Alcohol-Related Crashes

Alcohol-Related BAC Test Results

Alcohol continued to be the cause of two out of ten fatal crashes in Indiana in 2000. There has been improvement over the past decade, however, as ten years ago (1991), this ratio was three out of ten fatal crashes that were alcohol-related. Portions of the data in this section are drawn from the Fatality Analysis Reporting System instead of the Indiana State Police database. For that reason, slight variations in the totals will be present.

Licensed Drivers: The incidence rate of alcohol-related crashes as measured against the number of licensed drivers showed a substantial improvement in 2000. For the year 2000, the total crash involvement rate (alcohol and non-alcohol) of 55.9 crashes per 1,000 licensed drivers was down slightly compared to the rate for the previous five-year period of 1995-1999 (56.1). A similar comparison of alcohol-related crashes per 1,000 licensed drivers yielded a 17.4 percent decrease over 1999's results, and a decrease of 35.6 percent over the previous ten years.

Vehicle Miles Traveled: Although drivers continue to drive more miles annually, alcohol-related crashes were relatively constant as compared to 1999 when measured on a per 100 million vehicle miles traveled (MVMT) basis. However, in the past ten years, the incidence rate for alcohol-related crashes has been reduced by 40 percent from 20.4 to 12.3 per 100 MVMT.

Fatalities: Indiana demonstrated with its year 2000 results that the countermeasure programs introduced in recent years have been effective. There were 133 fewer fatalities recorded in 2000 (as compared to 1999), and of those fatalities, there were 52 fewer alcohol-related fatalities (versus 1999). These reductions equated to a 13 percent reduction and a 22 percent reduction, respectively. These are rather dramatic improvements considering the total number of crashes increased by 1.6 percent between the two years while the total number of alcohol-related crashes decreased by only 1.9 percent for the same period.

Indiana experienced the greatest number of motorcyclist fatalities in 2000 (65) since 1991 (72), with the number of fatalities gradually increasing over the last

three years. This group of fatalities has historically had a higher incidence of alcohol-related fatal crashes (as compared to other drivers). The ten-year average for motorcycle driver fatalities with a BAC at or greater than 0.08 was 46 percent.

While motorcyclist fatalities increased in 2000, pedestrian fatalities decreased by 14 to 54 (20.6 percent reduction), the fewest number of pedestrian fatalities recorded in the past decade.

Age: The overall crash incidence rate by age group has not shifted dramatically from 1999. The lack of driving experience of the younger driver (age 16–20) is

An Alcohol-Related Crash is a crash in which the investigating officer reported one or more of the following:

- primary contributing circumstance for the crash as Alcoholic Beverages; or
- vehicular contributing circumstance for one or more of the involved vehicles as Alcoholic Beverages; or
- a blood alcohol concentration (BAC) of greater than 0.05 percent for one or more of the drivers involved in the crash.

evident when reviewing their high overall crash incidence rate. Nearly one out of four of these drivers are involved in a crash annually. When evaluating alcohol-involved crashes, the 21–24-year-old driver is clearly over-represented. A comparison with same data criteria for 1999 showed a 4.9 percent increase in the alcohol involvement incidence rate for the 21–24-year-old driver, continuing to indicate that this age group of drivers presents a higher risk to other drivers. However, the second-highest involvement rate in alcohol-related crashes was among the 18–20-year-old drivers—a group for whom any alcohol consumption is illegal.

Month, Day, Time: The months of June through August had the highest number of alcohol-related fatalities (three month total of 69). The months of November and December 2000 had a combined total of only 13 alcohol-related fatalities, compared to 35 in 1997, 38 in 1998 and 50 in 1999. There continues to be a very strong association with the day of week, the time of day and the presence of alcohol. Not surprising, Friday, Saturday and Sunday account for 60 percent of the alcohol-related crashes. Likewise while the greatest number of crashes occur during the daytime, the incidence rate for alcohol-involved crashes increases between 8:00 PM and 4:59 AM. Combining the higher incidence rate of weekend and night/early morning hours, nearly 38 percent of the alcohol crashes occurred during the 27-hour period of 8:00 PM–4:59 AM on Friday, Saturday and Sunday, which represents only 16 percent of the hours in a week.

Rural/Urban: An increasing percentage of fatal alcohol-related crashes are occurring on *County Roads* (10 percent increase over the past three years), although the total number of crashes occurring on these roads has decreased. The opposite pattern is occurring on *City Streets* where fatal alcohol-related crashes have decreased by 43 percent (49 to 28) over the last three years. This may indicate the higher presence of law enforcement in the more urban settings.

BAC: Indiana has made substantial progress in blood alcohol (BAC) testing of killed drivers. In 1998, nearly 64 percent of these drivers had no recorded BAC test result. This percentage decreased to 56 percent in 1999, and 41.7 percent in 2000. In 2000, there were 216 killed drivers whose BAC was either unknown or never obtained. Of the killed tested drivers, 105 had a BAC level at or greater than 0.08, the current legal limit in Indiana. This represented 34.8 percent of the known test results. Additionally, 85 of the 105 drivers with a BAC of 0.08 or greater were male (81 percent). For killed pedestrians, only 16 out of 54 (29.6 percent) had known BAC test results.

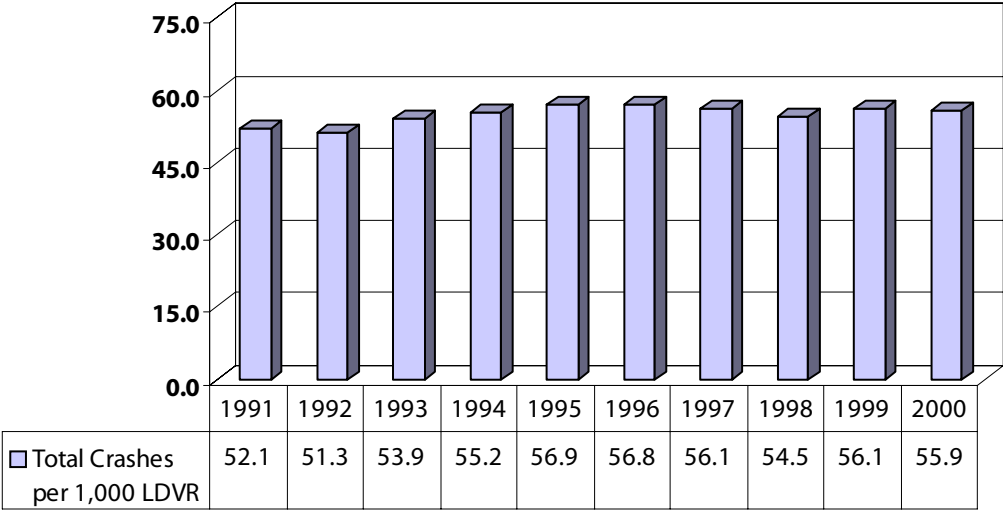
alcohol

The number of licensed drivers in Indiana continues to increase (approximately 2 percent annually). These drivers also continue to drive a greater number of miles each year. At the same time, there have been only minimal increases to the physical roadway system, resulting in added traffic congestion and greater crash risk. Two of the best measurements to evaluate these changes are the number of crashes per licensed driver and crashes per 100 million vehicle miles traveled (MVMT). Figure 50 compares crashes to the number of licensed drivers while figure 51 analyzes the crashes per 100 MVMT.

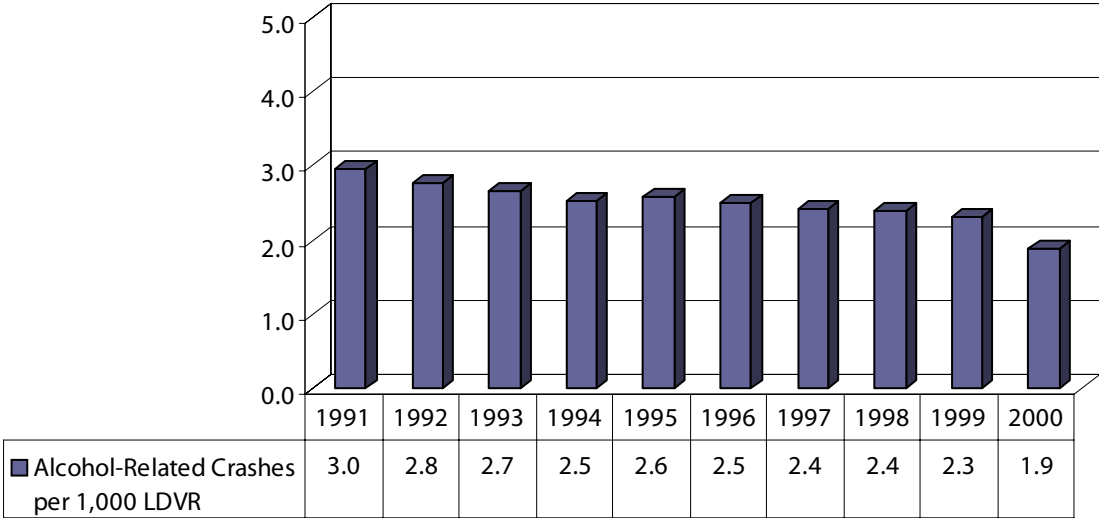
- *While the crash rate per 1,000 licensed drivers has remained relatively unchanged over the past several years, alcohol-related crashes decreased by 17.4 percent versus 1999.*
- *The alcohol-involvement rate in 2000 (1.9 alcohol-related crashes per 1,000 licensed drivers) was the lowest reported rate that Indiana has achieved.*

Figure 50. Crash Rates per 1,000 Licensed Drivers, 1991–2000

Total Crashes



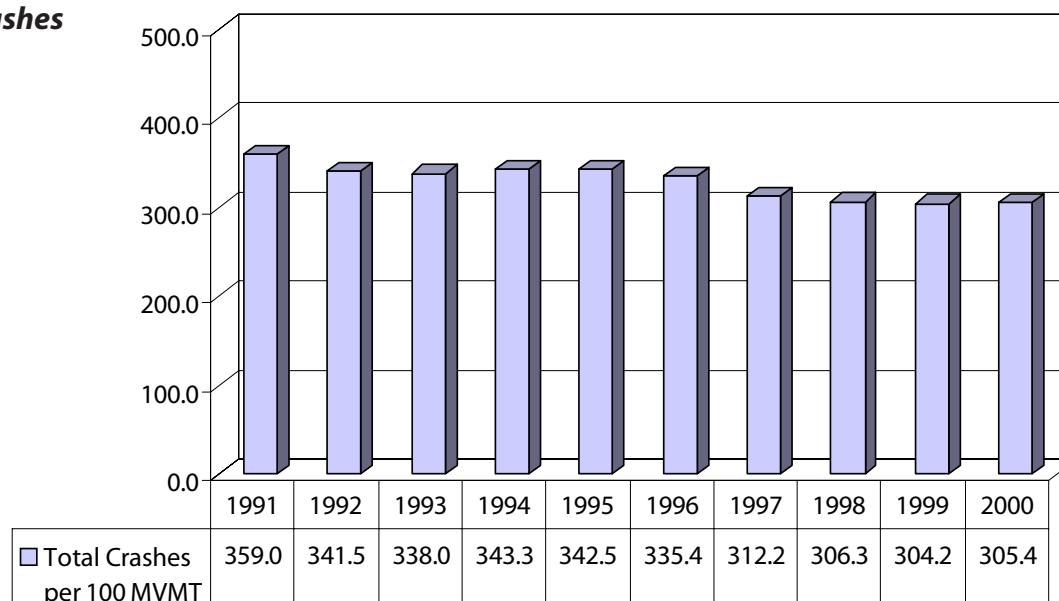
Alcohol-Related Crashes



Note: 2000 licensed drivers estimated from 1999 counts.

Figure 51. Crash Rates per 100 Million Vehicle Miles Traveled, 1991-2000

Total Crashes



The crash rate per 100 MVMT has been relatively steady over the past four years for all crashes. However, for alcohol-related crashes, slow but continuous improvement has been noted over the past decade.

- *After a 7 percent reduction in total crashes from 1996 to 1997, overall crash involvement rates have remained constant for the past three years.*
- *Alcohol-related crashes per 100 million vehicle miles traveled have shown a continued gradual decrease of nearly 40 percent since 1991.*

Alcohol-Related Crashes

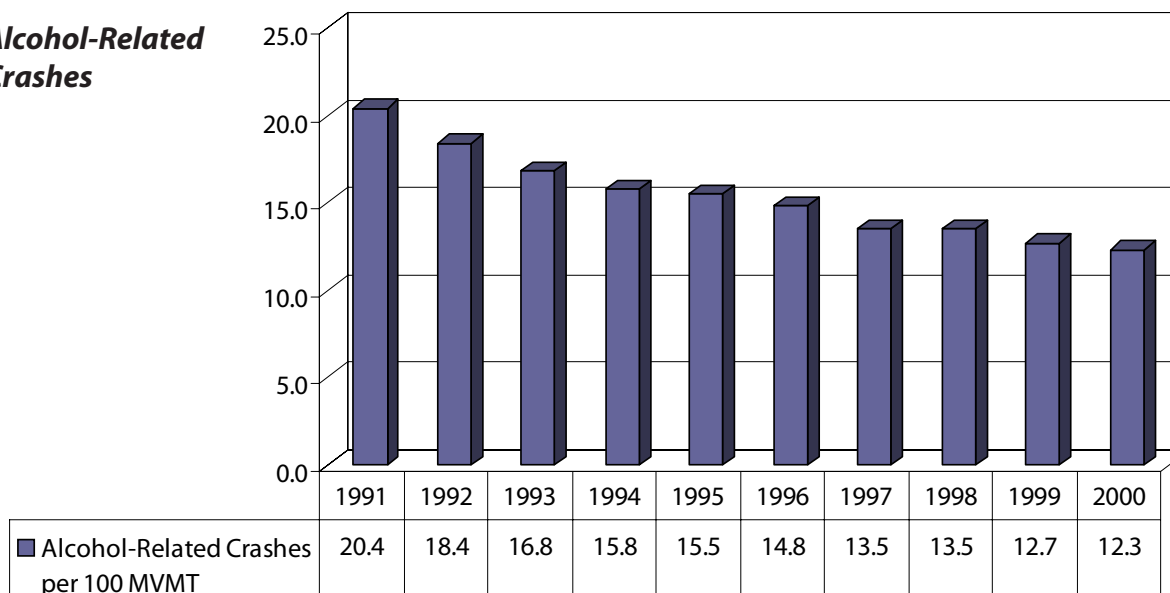


Table 75. Total Crash and Alcohol-Related Crash Data, 1996–2000

CRASH TYPE	1996			1997			1998			1999			2000		
	Number	LDVR Rate	VMT Rate	Number	LDVR Rate	VMT Rate	Number	LDVR Rate	VMT Rate	Number	LDVR Rate	VMT Rate	Number	LDVR Rate	VMT Rate
All Crashes															
TOTAL	221,465	56.75	335.40	220,009	56.08	312.21	216,510	54.45	306.26	217,340	56.06	304.15	220,883	55.86	305.44
Fatal Crashes	870	0.22	1.32	849	0.22	1.20	884	0.22	1.25	892	0.23	1.25	795	0.20	1.10
Personal Injury Crashes	52,058	13.34	78.84	52,413	13.36	74.38	51,865	13.04	73.36	49,518	12.77	69.30	48,393	12.24	66.92
Property Damage Crashes	168,537	43.19	255.24	166,747	42.50	236.62	163,761	41.19	231.64	166,930	43.06	233.60	171,695	43.42	237.42
Fatalities	982	0.25	1.49	940	0.24	1.33	982	0.25	1.39	1,021	0.26	1.43	888	0.22	1.23
Injuries	77,339	19.82	117.13	78,262	19.95	111.06	77,138	19.40	109.11	72,883	18.80	101.99	70,678	17.87	97.73
% Fatal	0.39			0.39			0.41			0.41			0.36		
% Personal Injury	23.51			23.82			23.96			22.78			21.91		
% Property Damage	76.10			75.79			75.64			76.81			77.73		
Alcohol-Related Crashes															
TOTAL	9,777	2.51	14.81	9,544	2.43	13.54	9,508	2.39	13.45	9,072	2.34	12.70	8,901	2.25	12.31
Fatal Alcohol Crashes	209	0.05	0.32	194	0.05	0.28	206	0.05	0.29	209	0.05	0.29	167	0.04	0.23
Personal Injury Alcohol Crashes	4,526	1.16	6.85	4,408	1.12	6.26	4,293	1.08	6.07	3,933	1.01	5.50	3,811	0.96	5.27
Property Damage Alcohol Crashes	5,042	1.29	7.64	4,942	1.26	7.01	5,009	1.26	7.09	4,930	1.27	6.90	4,923	1.24	6.81
Alcohol Fatalities	239	0.06	0.36	214	0.05	0.30	234	0.06	0.33	237	0.06	0.33	185	0.05	0.26
Alcohol Injuries	6,664	1.71	10.09	6,524	1.66	9.26	6,364	1.60	9.00	5,779	1.49	8.09	5,487	1.39	7.59
% Fatal Alcohol Crashes	2.14			2.03			2.17			2.30			1.88		
% Personal Injury Alcohol Crashes	46.29			46.19			45.15			43.35			42.82		
% Property Damage Alcohol Crashes	51.57			51.78			52.68			54.34			55.31		
% of all Crashes	4.4			4.3			4.4			4.2			4.0		
% of all Fatal Crashes	24.0			22.8			23.3			23.4			21.0		
% of all Personal Injury Crashes	8.7			8.4			8.3			7.9			7.9		
% of all Property Damage Crashes	3.0			3.0			3.1			3.0			2.9		
VEHICLE MILES TRAVELED (in hundred millions)	660.30			704.69			706.95			714.59			723.16		
LICENSED DRIVERS (LDVR) (in thousands)	3,902.52			3,923.42			3,976.08			3,876.91			3,954.45		

LDVR Rates are expressed per 1,000 licensed drivers. VMT Rates are expressed per 100 million vehicle miles traveled.

Licensed Driver Source: Bureau of Motor Vehicles.

Vehicle Miles Traveled Source: Indiana Department of Transportation.

1996 licensed driver numbers estimated from 1994 and 1997 counts.

2000 licensed driver numbers estimated from 1999 counts.

Table 75

Table 75 presents five years of results and includes the raw data for the number of crashes (by type and severity), in addition to the number of licensed drivers and 100 million vehicles miles traveled (MVMT). Additionally, for each year, crash rates based upon these two criteria are shown, allowing the reader to better evaluate where changes are occurring and what factor(s) may be driving the changes.

- *Of the 133 fewer traffic fatalities experienced in 2000, 52 were attributed to fewer fatal alcohol-related crashes.*
- *The severity of alcohol crashes was reduced as fatal alcohol crashes decreased to 1.9 percent (of all alcohol crashes) and personal injury alcohol crashes decreased to 42.8 percent (of all alcohol crashes).*
- *While people continue to lose their lives and suffer injury in alcohol-related crashes, Indiana made substantial progress towards reducing the number of alcohol-related crashes in 2000.*

Table 76. Alcohol-Related Crashes by Severity, 1991–2000

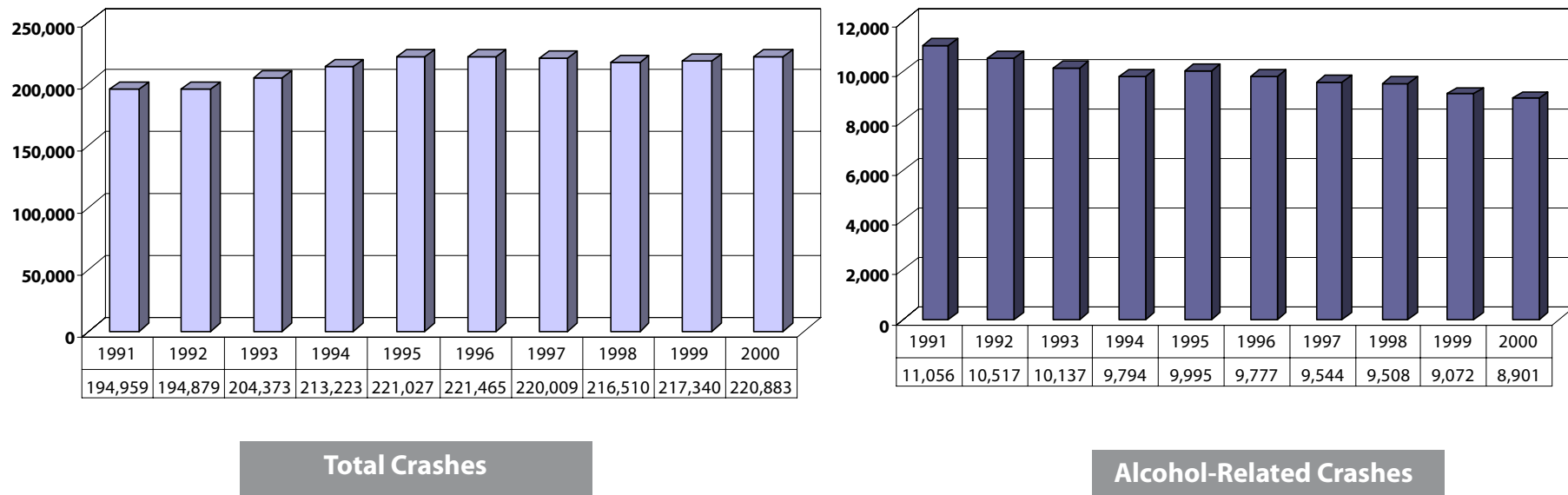
Year	Alcohol Crashes	% of all Crashes	Fatal Alcohol Crashes	% of all Fatal Crashes	Personal Injury Alcohol Crashes	% of all Personal Injury Crashes	Property Damage Alcohol Crashes	% of all Property Damage Crashes
1991	11,056	5.7%	283	31.3%	5,018	10.6%	5,755	3.9%
1992	10,517	5.4%	211	26.4%	4,881	10.0%	5,425	3.7%
1993	10,137	5.0%	199	25.4%	4,807	9.5%	5,131	3.4%
1994	9,794	4.6%	204	23.3%	4,680	8.9%	4,910	3.1%
1995	9,995	4.5%	199	23.2%	4,637	8.6%	5,159	3.1%
1996	9,777	4.4%	209	24.0%	4,526	8.7%	5,042	3.0%
1997	9,544	4.3%	194	22.9%	4,408	8.4%	4,942	3.0%
1998	9,508	4.4%	206	23.3%	4,293	8.3%	5,009	3.1%
1999	9,072	4.2%	209	23.4%	3,933	7.9%	4,930	3.0%
2000	8,901	4.0%	167	21.0%	3,811	7.9%	4,923	2.9%

Table 76

- *While the total number of alcohol-related crashes decreased by only 1.9 percent between 1999 and 2000, fatal and personal injury alcohol crashes were reduced by 20.1 percent and 3.1 percent, respectively.*
- *The 167 recorded fatal alcohol crashes represents the fewest recorded in the decade—a 41 percent reduction since 1991.*

alcohol

Figure 52. Total Crashes and Alcohol-Related Crashes, 1991–2000



- While the total number of crashes has increased by 13.3 percent over the last ten years, the total number of alcohol-related crashes has decreased by 19.5 percent over the same period.
- Alcohol-related crashes have decreased by 1.9 percent from 1999.
- Alcohol was involved in 1 out of 5 traffic-related fatalities in 2000.

Table 77. Alcohol-Related Fatalities and Injuries, 1991–2000

Year	Alcohol Fatalities	Total Fatalities	% Alcohol Fatalities	Alcohol Injuries	Total Injuries	% Alcohol Injuries
1991	321	1,022	31.4%	7,540	69,280	10.9%
1992	242	903	26.8%	7,327	72,223	10.1%
1993	228	891	25.6%	7,144	75,614	9.4%
1994	229	976	23.5%	6,893	78,105	8.8%
1995	226	959	23.6%	6,889	80,632	8.5%
1996	239	982	24.3%	6,664	77,339	8.6%
1997	214	940	22.8%	6,524	78,262	8.3%
1998	234	982	23.8%	6,364	77,138	8.3%
1999	237	1,021	23.2%	5,779	72,883	7.9%
2000	185	888	20.8%	5,487	70,678	7.8%

Figure 53. Total Fatalities and Alcohol-Related Fatalities, 1991–2000

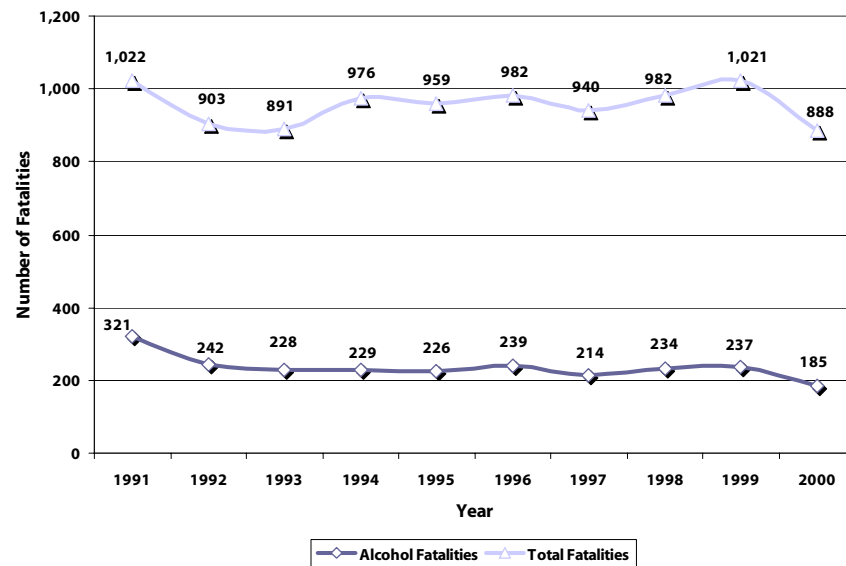
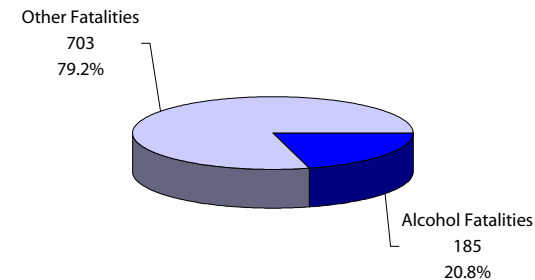
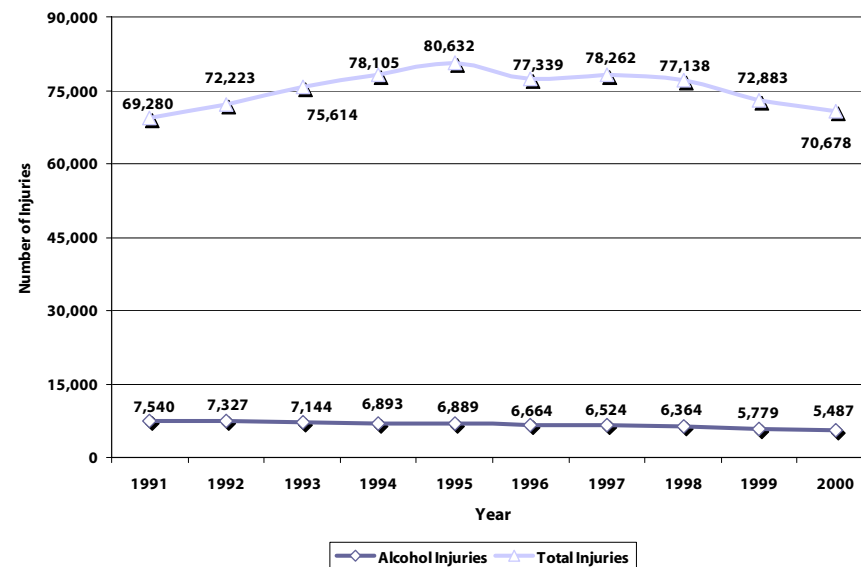
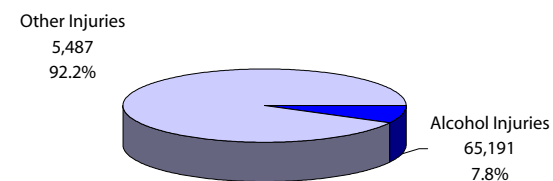


Figure 54. Total Injuries and Alcohol-Related Injuries, 1991–2000



2000 Fatalities

- In 2000, alcohol-related fatalities accounted for 20.8 percent of all Indiana traffic fatalities. Compared to the 31.4 percent that occurred in 1991, Indiana achieved a 42.4 percent reduction in alcohol-related traffic fatalities.*



2000 Injuries

- While the total number of injuries has increased by 2 percent over the past decade, the number of alcohol-related injuries has decreased by 27.2 percent for the same time period.*

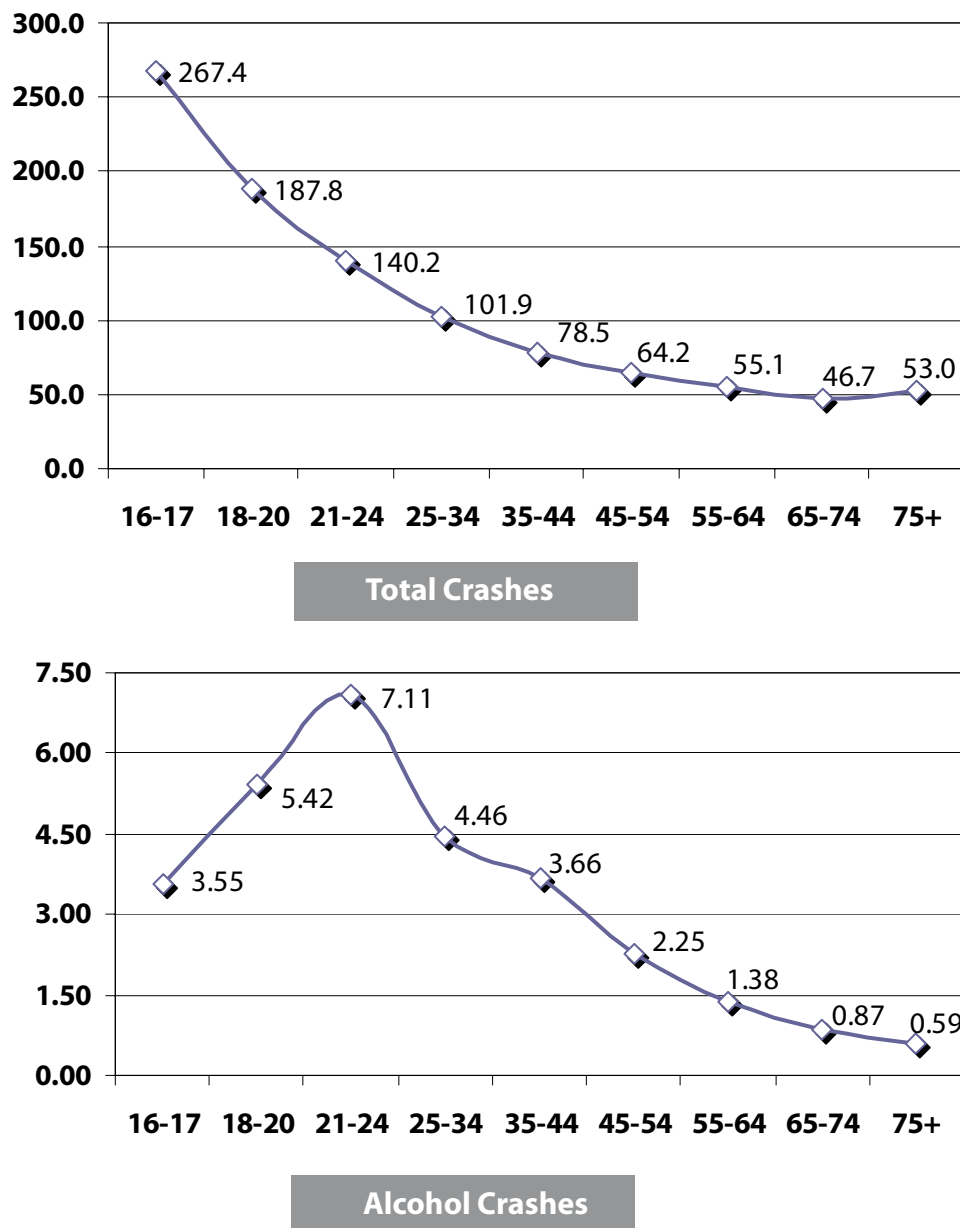
alcohol

The two graphs summarize by licensed driver age groups, the involvement rate in all crashes, and also crashes where alcohol was involved. The span of the age groupings are not uniform, as the age breakdowns are intended to better evaluate the younger and generally novice driver 16–17 years of age, moderately skilled drivers age 18–20 and 21–24, compared to more experienced drivers (25+). At the other end of the spectrum, trends involving the older driver (age 65+) are also observable. These same age groups are used for comparative evaluation of alcohol crashes. Overall the inexperienced 16–17-year-old driver is nearly two and half times (267.4/110.5 [overall average]) more likely to be involved in a crash than all drivers (on average). As compared to the more seasoned driver (age 35–64), younger drivers are nearly four times as likely to be involved in a crash. When evaluating alcohol-related crashes, the 16–17-year-old driver's involvement rate (3.55 per 1,000 licensed drivers) remains slightly above average (year 2000 average = 3.25 drivers involved in an alcohol-related crash per 1,000 licensed drivers). Both alcohol and driver inexperience contribute to this over-representation.

While the 21–24-year-old driver was slightly over-represented in all crashes, they were nearly two and a half times more likely to be involved in an alcohol-related crash than the average driver, and were five times as likely as the 55–64-year-old driver.

- *The 16–17- and 18–20-year-old age groups continue to be highly over-represented in all crashes.*
- *The 16- and 17-year old achieved a 20 percent reduction (versus 1999) in their involvement rate in alcohol-related crashes, while the 18–20-year-old group had a 7.7 percent reduction (versus 1999).*

Figure 55. Total Crash Rates and Alcohol-Related Crash Rates by Age per 1,000 Licensed Drivers, 2000



2000 licensed drivers estimated from 1999 counts.

Table 78. Alcohol-Related Crashes by Driver Age, 1996–2000

Driver Age	1996		1997		1998		1999		2000	
	Drivers	LDVR	Drivers	LDVR	Drivers	LDVR	Drivers	LDVR	Drivers	LDVR
<21	1,616	309,538	1,679	314,765	1,642	318,628	1,685	301,864	1,513	307,901
% Alcohol	11.65%		12.22%		12.08%		12.92%		11.75%	
% of LDVR		0.52%		0.53%		0.52%		0.56%		0.49%
21-34	5,971	1,047,984	5,578	1,025,567	5,570	1,021,304	5,189	959,063	5,078	978,244
% Alcohol	43.04%		40.60%		40.97%		39.79%		39.44%	
% of LDVR		0.57%		0.54%		0.55%		0.54%		0.52%
35-54	4,817	1,546,283	5,015	1,571,893	4,913	1,603,286	4,725	1,584,965	4,848	1,616,664
% Alcohol	34.72%		36.50%		36.14%		36.23%		37.65%	
% of LDVR		0.31%		0.32%		0.31%		0.30%		0.30%
55+	1,470	998,713	1,151	1,011,195	1,149	1,032,857	1,141	1,031,016	1,100	1,051,636
% Alcohol	10.60%		8.38%		8.45%		8.75%		8.54%	
% of LDVR		0.15%		0.11%		0.11%		0.11%		0.10%
Total Drivers	13,874	3,902,519	13,739	3,923,420	13,595	3,976,075	13,040	3,876,908	12,875	3,954,445

Note: Drivers of parked vehicles excluded.

1996 licensed driver numbers estimated from 1994 and 1997 counts, 2000 licensed driver numbers estimated from 1999 counts.

Actual 1996 and 2000 licensed driver numbers unavailable.

Example: Of the drivers in alcohol-related crashes for 2000, 11.75% (1,513 divided by 12,875) were drivers under age 21.

The percentage of all drivers under age 21 that were involved in alcohol-related crashes was 0.49% (1,513 divided by 307,901) of licensed drivers.

*Totals include unknowns. Legend: LDVR=Licensed Drivers

Figur 55

- The 21-24-year-old age group, already substantially over-represented, had an increase (4.9 percent) in their involvement in alcohol-related crashes (as compared to 1999), and has shown a steady increase in involvement rates for alcohol-related crash rates since 1998.

- The number of drivers involved in alcohol-related crashes decreased by 1.3 percent as compared to 1999.
- The under 21-year-old age group showed a 10.2 percent reduction in driver involvement. All other age groups were relatively unchanged as compared to 1999 results.

alcohol

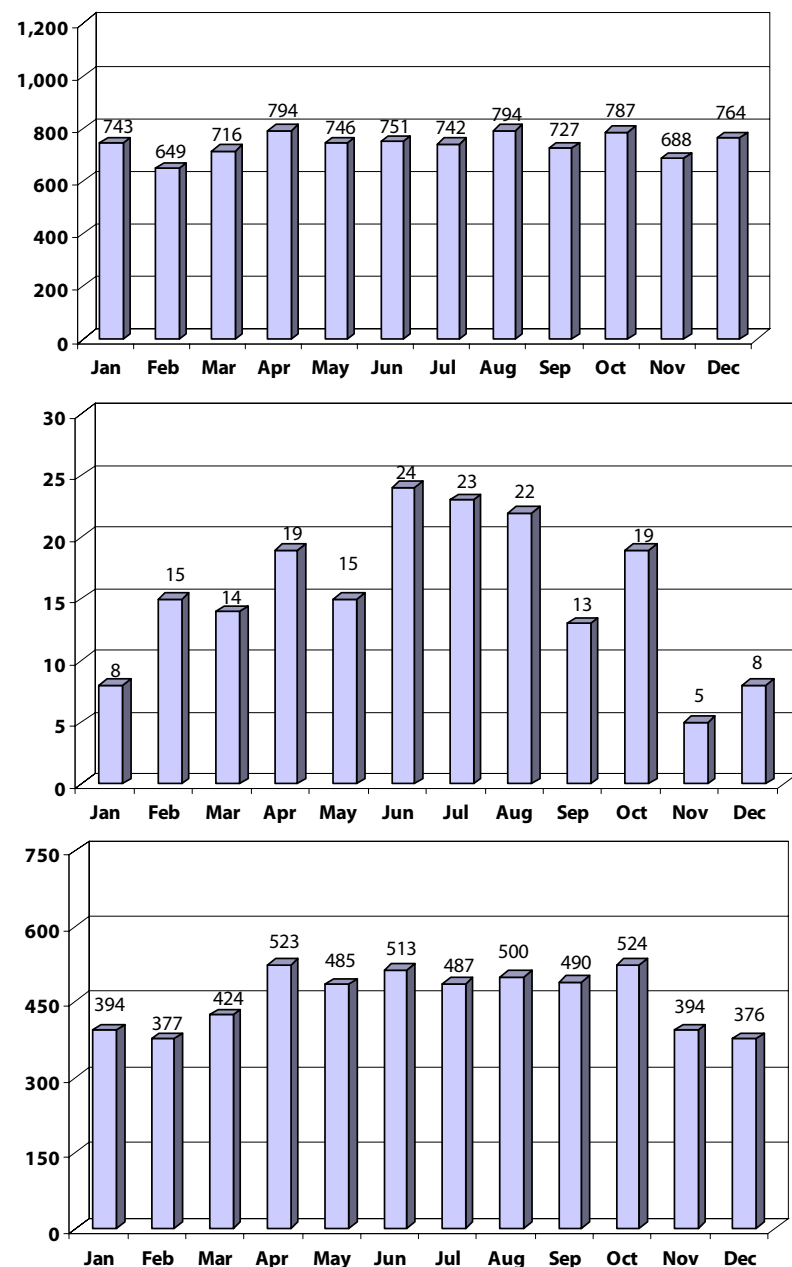
In conducting the crash investigation, the law enforcement officer has to determine the primary cause of the crash, although many factors can contribute to the crash. The presence of alcoholic beverage containers at the crash scene, field sobriety tests administered by the officer and actual BAC testing of the driver are very reliable methods in making the determination that alcohol was a factor in the crash. In crashes where the officer cannot utilize one of the above methods, the officer will then evaluate other circumstances such as skid marks, objects struck, ability of the driver to correct for a given condition, etc. to make a determination. Table 79 summarizes the contributing circumstances as related to alcohol-involved crashes. Historically, officers typically attribute *Alcoholic Beverages* in slightly more than 50 percent of the alcohol-related crashes.

- *The presence of an Alcoholic Beverage remains the leading primary contributing circumstance in 54.5 percent of the alcohol-related crashes, followed by Driver Inattention (10.4 percent).*

Table 79. Alcohol-Related Crashes by Primary Contributing Circumstance with Fatalities and Injuries, 2000

Contributing Circumstance	Total	Percent	Fatalities	Injuries
Alcoholic Beverages	4,854	54.53%	66	2,784
Illegal Drugs	12	0.13%	1	10
Prescription Drugs	10	0.11%	0	3
Driver Apparently Asleep	163	1.83%	2	90
Driver Inattention	921	10.35%	15	520
Driver Illness	7	0.08%	0	7
Unsafe Speed	620	6.97%	33	465
Failure to Yield Right-of-Way	416	4.67%	12	400
Disregarded Signal/Sign	228	2.56%	6	256
Left of Center	315	3.54%	23	265
Improper Passing	61	0.69%	4	41
Improper Turning	90	1.01%	1	42
Improper Lane Usage	260	2.92%	3	121
Following Too Closely	216	2.43%	0	127
Unsafe Backing	66	0.74%	0	9
Wrong Way on One Way	17	0.19%	1	23
Pedestrian Actions	10	0.11%	0	9
Passenger Distractions	7	0.08%	0	3
Violation of License Restrictions	2	0.02%	0	1
Engine Failure or Defective	2	0.02%	0	0
Accelerator Failure or Defective	3	0.03%	0	2
Brake Failure or Defective	18	0.20%	0	17
Tire Failure or Defective	22	0.25%	0	7
Headlight Defective or Not On	7	0.08%	0	6
Steering Failure	7	0.08%	0	5
Oversize/Overweight Load	1	0.01%	0	0
Insecure/Leaky Load	1	0.01%	0	0
Tow Hitch Failure	1	0.01%	0	0
Animal(s) Present on Roadway	92	1.03%	0	36
Glare	1	0.01%	0	1
Loose Surface Material	7	0.08%	2	9
Material on Surface (Weather)	144	1.62%	1	41
Holes/Ruts in Surface	2	0.02%	0	1
Road Under Construction	2	0.02%	0	2
View Obstructed By a Vehicle	7	0.08%	0	5
View Obstructed By Other	4	0.04%	0	4
Other	205	2.30%	10	125
Unknown	100	1.12%	5	50
TOTAL	8,901	100.00%	185	5,487

Figure 56. Alcohol-Related Crashes, Fatalities and Injuries by Month, 2000



Total Crashes

Fatalities

Persons Injured

Table 80. Alcohol-Related Crashes, Fatalities and Injuries by Month, 2000

Month	Alcohol Crashes	Fatalities	Persons Injured
January	743	8	394
February	649	15	377
March	716	14	424
April	794	19	523
May	746	15	485
June	751	24	513
July	742	23	487
August	794	22	500
September	727	13	490
October	787	19	524
November	688	5	394
December	764	8	376
Total	8,901	185	5,487

- *The summer months (June through August) historically have had the highest incidence of alcohol-related fatalities.*
- *November and December fatalities (holiday season) showed a reduction from 50 in 1999 to 13 in 2000.*

alcohol

While all crashes can potentially result in death or serious injury, alcohol-related crashes have a higher incidence of injuries and fatalities. In addition, these crashes typically are over-represented in “non-peak rush hour” traffic. For example, of the 185 alcohol-related fatalities, 61.6 percent (114 fatalities) occurred between the hours of 8:00 PM and 3:59 AM across all days of the week. Nearly 33 percent of the alcohol-related crashes occurred on Friday and Saturday nights from 8:00 PM to 11:59 PM, and Saturday and Sunday mornings between the hours of 12:00 AM and 4:59 AM. Yet, this 18-hour period represented only 10.7 percent of the hours in a week.

- *The 8:00 PM to 3:59 AM time interval accounted for 114 fatalities (62 percent of alcohol-related fatalities). 60 of the 114 fatalities occurred during the hours of 1:00 AM and 3:59 AM.*

Table 81. Alcohol-Related Crashes by Time of Day and Day of Week with Fatalities and Injuries, 2000

Time	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total	Injuries	Fatalities
Midnight - 12:59 AM	127	57	49	50	62	89	157	591	396	10
1:00 AM - 01:59 AM	179	41	56	39	52	80	177	624	356	19
2:00 AM - 02:59 AM	167	17	43	52	62	79	183	603	354	22
3:00 AM - 03:59 AM	250	11	25	30	55	87	223	681	394	19
4:00 AM - 04:59 AM	102	7	17	13	27	40	88	294	156	4
5:00 AM - 05:59 AM	44	8	14	12	17	25	52	172	107	3
6:00 AM - 06:59 AM	38	5	14	12	13	14	35	131	84	2
7:00 AM - 07:59 AM	32	11	20	16	15	16	18	128	68	3
8:00 AM - 08:59 AM	13	8	16	14	13	14	27	105	52	1
9:00 AM - 09:59 AM	18	9	6	6	12	12	17	80	40	0
10:00 AM - 10:59 AM	12	9	7	7	12	20	18	85	56	2
11:00 AM - 11:59 AM	23	12	23	15	21	32	29	155	88	6
Noon - 12:59 PM	14	15	20	16	18	20	32	135	73	1
1:00 PM - 01:59 PM	27	16	21	17	17	29	25	152	89	4
2:00 PM - 02:59 PM	34	24	25	25	36	38	45	227	150	8
3:00 PM - 03:59 PM	35	35	28	32	34	61	64	289	190	4
4:00 PM - 04:59 PM	46	44	33	34	58	53	70	338	201	2
5:00 PM - 05:59 PM	56	55	47	47	61	95	109	470	317	6
6:00 PM - 06:59 PM	62	46	57	51	71	97	93	477	311	13
7:00 PM - 07:59 PM	65	54	62	64	65	98	127	535	350	9
8:00 PM - 08:59 PM	74	64	63	81	65	99	120	566	360	9
9:00 PM - 09:59 PM	63	77	74	73	83	115	142	627	416	12
10:00 PM - 10:59 PM	65	66	80	63	85	137	141	637	385	10
11:00 PM - 11:59 PM	74	69	72	62	97	175	137	686	441	13
Unknown	32	15	8	11	6	16	25	113	53	3
Total	1,652	775	880	842	1,057	1,541	2,154	8,901	5,487	185

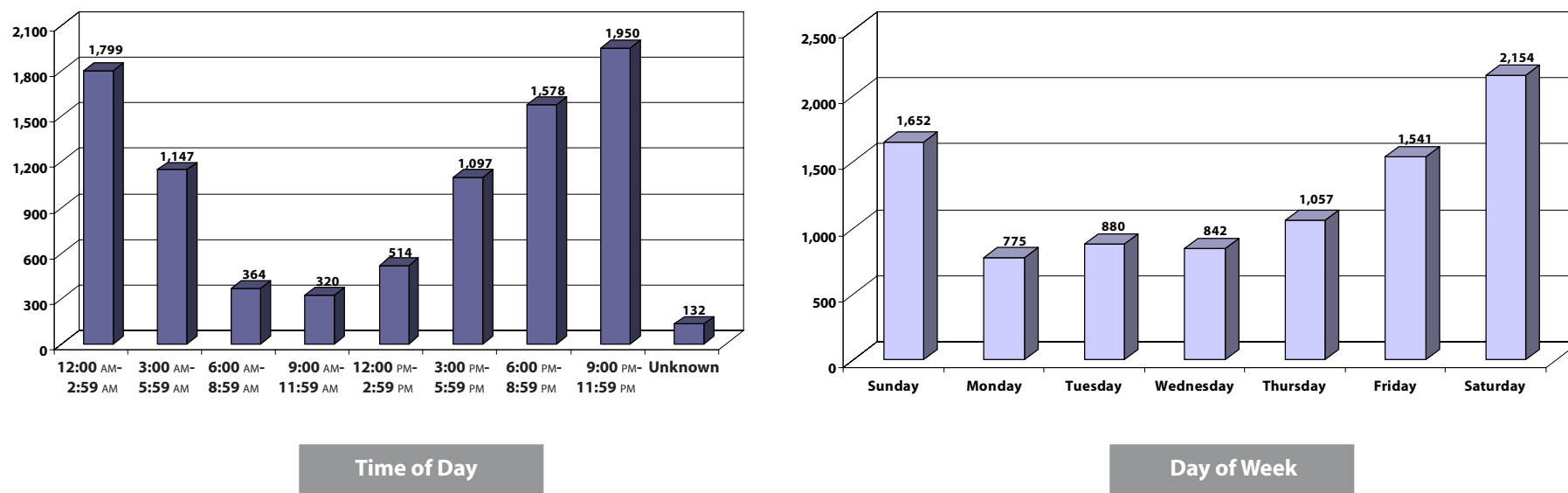
Figure 58

The type of roadway where the crash occurs is a factor in the severity of alcohol crashes. While *City Streets* tend to have higher traffic volumes and more congestion than *County Roads*, speeds on county roads tend to be higher. *State* and *U. S. Routes* have somewhat lower speed limits than *Interstates*, while *Interstates* have the advantage

of limited access. As a result, more than one-half (51.4 percent) of the alcohol-related property damage crashes occurred on *City Streets*. As crash severity increased, the percentage of crashes occurring on *City Streets* decreased. For every alcohol-related fatality that occurred on a *City Street*, there were two and a half alcohol-related fatalities occurring on *County Roads*. As compared to 1999 fatality results, all roadway types

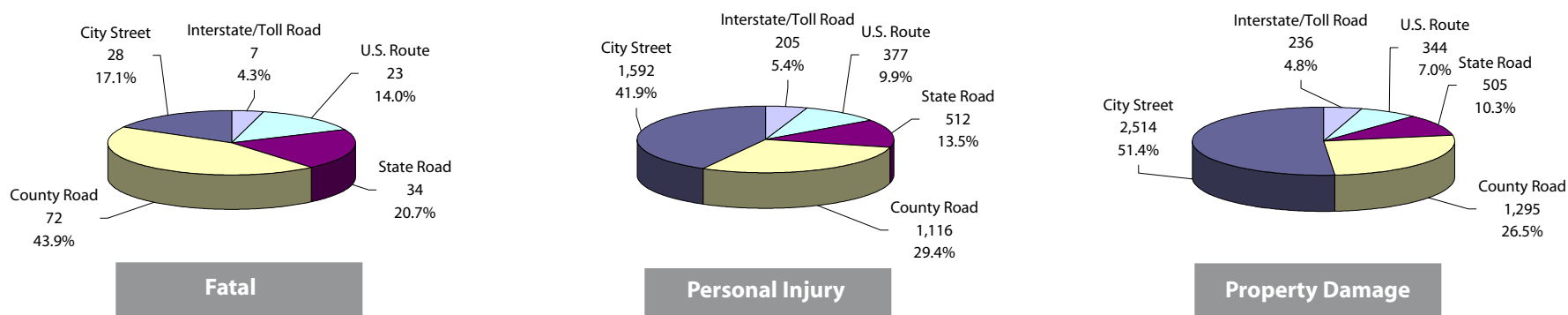
showed improvement. *State Roads* showed the largest reduction in alcohol-related fatalities with a reduction of 18 fatalities between the two years. Over the past three years (1998–2000), both *City Streets* (from 47 to 41 to 28 fatalities) and *Interstates* (from 21 to 9 to 7 fatalities) have had the greatest improvement.

Figure 57. Alcohol-Related Crashes by Time of Day and Day of Week, 2000



Alcohol-related crash trends remain similar to those of previous years with early to mid-mornings on Mondays, Tuesdays and Wednesdays experiencing the fewest numbers.

Figure 58. Alcohol-Related Crashes by Roadway Type and Severity, 2000



Note: Crashes occurring on unknown roadway types are excluded.

Table 82. Driver Fatalities by BAC Test Result, Age and Gender, 2000

Age	0.0 to 0.009			0.010 to 0.049			0.050 to 0.079			0.08 to 0.099			0.10 or Greater			Unknown or Blank			Total		
	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot	Male	Fem	Tot
16	7	2	9	1	0	1	0	0	0	0	0	0	1	0	1	2	2	4	11	4	15
17	6	2	8	1	0	1	0	0	0	0	0	0	0	2	2	4	4	8	11	8	19
18	7	1	8	1	0	1	1	0	1	0	0	0	3	0	3	4	2	6	16	3	19
19	2	2	4	2	0	2	1	0	1	0	0	0	0	0	0	6	2	8	11	4	15
20	5	0	5	0	0	0	0	0	0	0	0	0	4	0	4	3	0	3	12	0	12
21	2	0	2	0	0	0	0	0	0	0	0	0	3	2	5	7	1	8	12	3	15
22	3	0	3	0	0	0	0	0	0	0	0	0	4	0	4	3	0	3	10	0	10
23	3	4	7	0	0	0	0	0	0	0	0	0	2	1	3	3	1	4	8	6	14
24	1	1	2	1	0	1	1	1	2	0	0	0	4	0	4	4	3	7	11	5	16
25 - 34	14	2	16	2	0	2	1	0	1	2	0	2	24	7	31	24	10	34	67	19	86
35 - 44	18	8	26	3	1	4	1	0	1	1	0	1	21	5	26	26	11	37	70	25	95
45 - 54	23	13	36	0	0	0	0	1	1	0	0	0	10	2	12	19	10	29	52	26	78
55 - 64	9	7	16	1	0	1	0	0	0	2	0	2	2	0	2	13	6	19	27	13	40
65 - 74	12	7	19	0	0	0	0	0	0	0	0	0	2	1	3	12	7	19	26	15	41
75 +	9	6	15	0	0	0	1	0	1	0	0	0	0	0	0	13	14	27	23	20	43
Total	121	55	176	12	1	13	6	2	8	5	0	5	80	20	100	143	73	216	367	151	518

Legend: Fem=Female; Tot=Total

Source: Fatality Analysis Reporting System, NHTSA.

Note: Drivers of motorcycles, mopeds, minibikes, motor scooters, and motorized bicycles are excluded.

Totals do not include drivers of unknown age and/or gender.

Results for Table 82 are drawn from the Fatality Analysis Reporting System (FARS) and are based solely upon data obtained from fatal crashes. Because of the severity of a fatal crash, the investigation process for a fatal crash is more thorough and complete in the amount and type of data collected. One of the most important data elements is the BAC level of the drivers involved in the fatal crash. Data for this table is sourced from BAC results of the killed drivers. Of the 518 killed drivers in 2000, test results were available for 302 of these drivers, or a test rate of 58.3 percent. This compares with a test rate of 36.1 percent in 1998, and 43.9 percent in 1999. The year 2000 represented a substantial improvement over the previous two years; nonetheless,

two out of five killed drivers either were not tested or their BAC test results were not recorded.

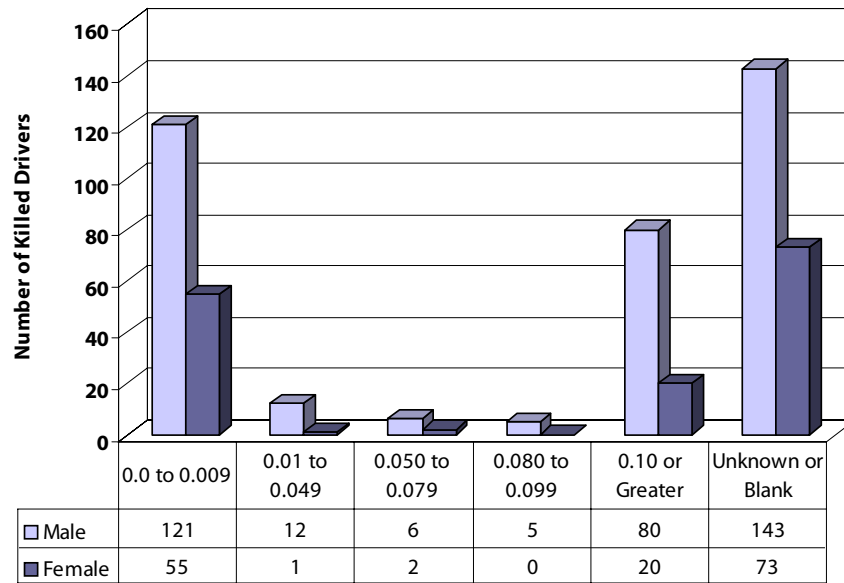
Where test results were known, the percentage of tested drivers with a test result at or greater than 0.10 BAC remained relatively constant at 33.1 percent, compared to recent years. Ten of the 100 drivers with results at or greater than 0.10 BAC were under 21 years old, the legal drinking age in Indiana. One out of three killed drivers under the age of 21 tested positive for alcohol (of those drivers with a known test result).

- **Of the killed drivers with high BAC levels (.10 BAC or greater), 80 percent were male.**

- **Where test results are known, the 25–34-year-old age group had the highest percentage of intoxicated drivers (0.10 BAC or greater) at 59.6 percent.**
- **5 of the 22 killed 16- and 17-year-old drivers tested for alcohol (22.7 percent) had a BAC at or greater than 0.01. This percentage nearly doubled for the 18–20-year-old driver to 41.3 percent of the tested killed drivers.**

Alcohol-Related BAC Test Results

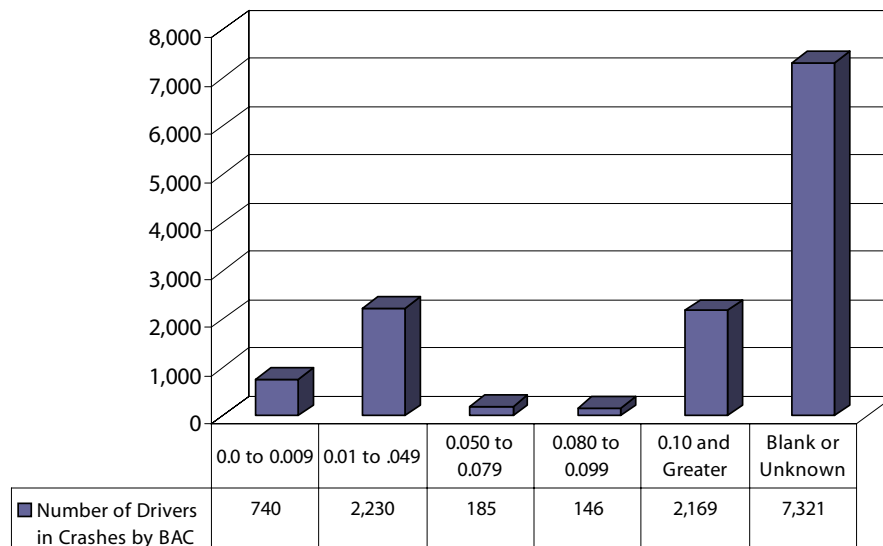
Figure 59. BAC Test Results for Killed Drivers, 2000



Source: Fatality Analysis Reporting System, NHTSA

- *Of the 518 killed drivers, 41.7 percent were either never tested for alcohol or had unknown test results.*

Figure 60. Driver BAC in Alcohol-Related Crashes, 2000



- *Of the 12,791 drivers identified by the investigating officer as being involved in an alcohol-related crash, less than one-half (5,470, or 42.8 percent) of the drivers had been tested. This tested percentage has been relatively constant for the past three years.*

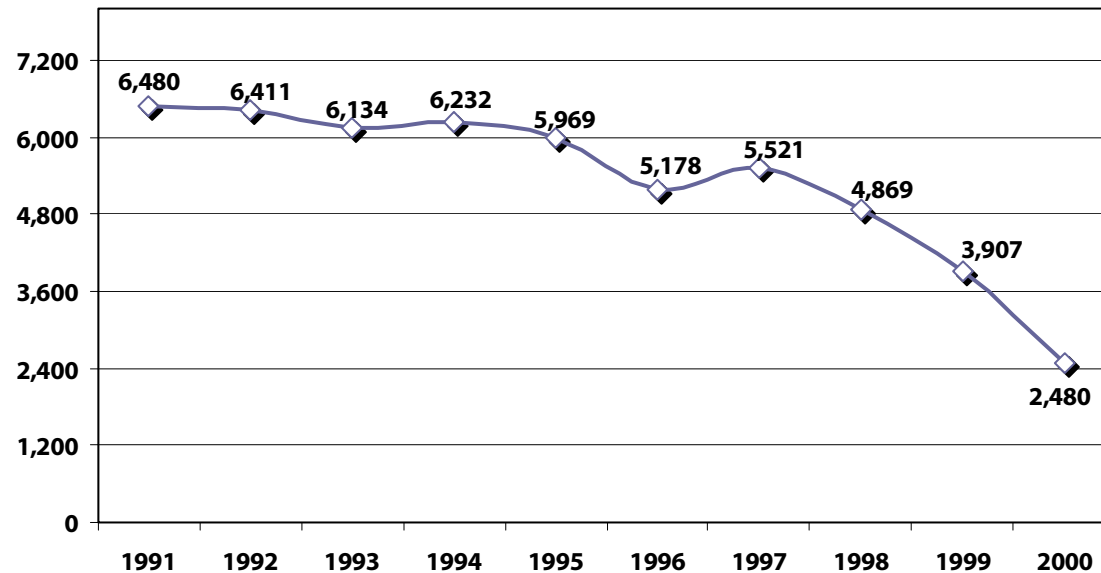
alcohol

Table 83. Drivers with BAC Greater Than 0.05 by Age Group, 1991–2000

Age	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
<16	6	5	11	6	6	4	4	9	7	6
16-17	130	98	93	102	95	105	114	103	79	33
18-20	641	544	479	445	441	399	462	413	351	220
21-24	1,171	1,144	1,098	1,119	998	800	821	770	676	431
25-34	2,419	2,337	2,139	2,153	2,006	1,677	1,691	1,441	1,099	666
35-44	1,265	1,352	1,379	1,398	1,400	1,309	1,418	1,248	984	653
45-54	442	538	526	576	614	531	640	571	438	309
55-64	209	237	235	242	236	208	210	198	172	97
65-74	110	112	105	123	119	92	103	76	58	42
75+	45	27	29	37	32	38	38	22	28	13
Unknown	42	17	40	31	22	15	20	18	15	10
Total	6,480	6,411	6,134	6,232	5,969	5,178	5,521	4,869	3,907	2,480

Note: Drivers of parked vehicles excluded.

Figure 61. Drivers with BAC Greater than 0.05, 1991–2000



- Given that the rate of driver testing has not changed substantially in the past three years, the absolute number of drivers with a BAC result above 0.05 continues to show a positive and declining trend.
- Of the tested drivers above 0.05 BAC, 10.4 percent (259 drivers) were under the age of 21.
- There was a substantial decrease in the number of tested drivers with a BAC greater than 0.05 beginning with 1998 results, and this trend has continued into 1999 and 2000.

Alcohol-Related BAC Test Results

Table 84. Motorcycle Driver Fatalities by BAC Test Result, 1991–2000

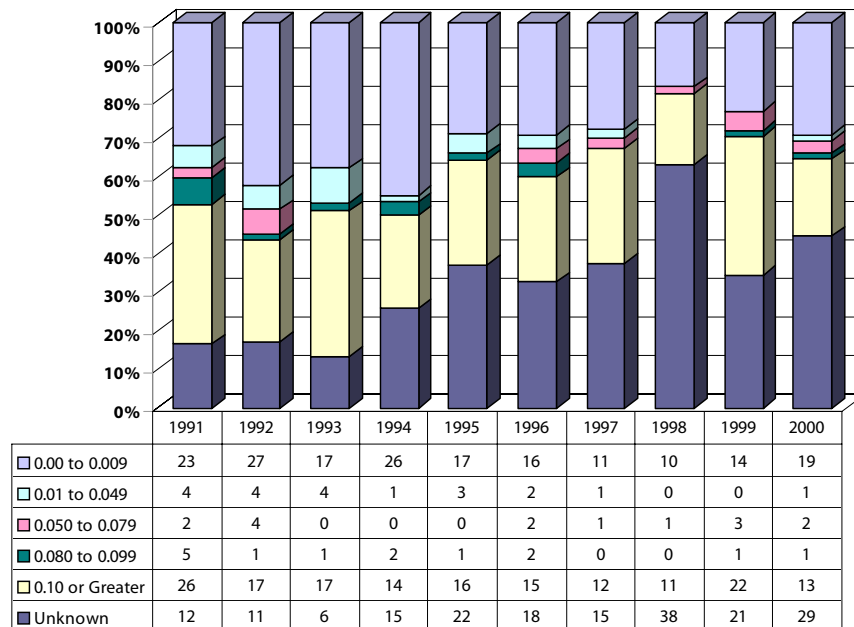
Year	0.0 to 0.009	0.010 to 0.049	0.050 to 0.079	0.08 to 0.099	0.10 or Greater	Unknown or Blank	Total
1991	23	4	2	5	26	12	72
1992	27	4	4	1	17	11	64
1993	17	4	0	1	17	6	45
1994	26	1	0	2	14	15	58
1995	17	3	0	1	16	22	59
1996	16	2	2	2	15	18	55
1997	11	1	1	0	12	15	40
1998	10	0	1	0	11	38	60
1999	14	0	3	1	22	21	61
2000	19	1	2	1	13	29	65

Note: Drivers of mopeds, motorized bicycles, motor scooters and minibikes are excluded.

Source: Fatality Analysis Reporting System, NHTSA.

- While the number of killed motorcycle drivers did not follow the overall lower fatality rate reported in Indiana, the impairment level (at or greater than 0.08 BAC) of the tested drivers showed a large reduction to 39 percent. This rate is comparable with tested drivers (all vehicles) killed in 2000.
- Only 55.4 percent of killed motorcycle drivers were tested as compared to 58.3 percent of all vehicle drivers.

Figure 62. Motorcycle Driver Fatalities by BAC Test Result, 1991–2000



alcohol

- 14 fewer pedestrian fatalities were recorded in 2000 versus 1999—the fewest number killed in the decade.
- Only 29.6 percent of the killed pedestrians had known BAC results. Of the 16 tested killed pedestrians, 8 (50 percent) were legally intoxicated.

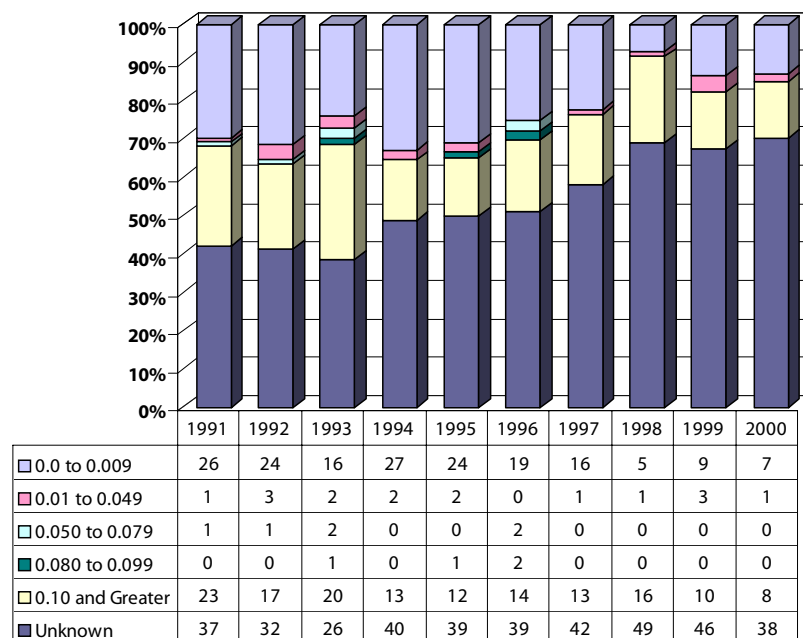
Table 85. Pedestrian Fatalities by BAC Test Result, 1991–2000

Year	0.0 to 0.009	0.01 to 0.049	0.050 to 0.079	0.080 to 0.099	0.10 or Greater	Unknown or Blank	Total
1991	26	1	1	0	23	37	88
1992	24	3	1	0	17	32	77
1993	16	2	2	1	20	26	67
1994	27	2	0	0	13	40	82
1995	24	2	0	1	12	39	78
1996	19	0	2	2	14	39	76
1997	16	1	0	0	13	42	72
1998	5	1	0	0	16	49	71
1999	9	3	0	0	10	46	68
2000	7	1	0	0	8	38	54

Source: Fatality Analysis Reporting System, NHTSA.

- The percentage of unknown/blank results continues at around 70 percent.

Figure 63. Pedestrian Fatalities by BAC Test Result, 1991–2000



County data

TOPICS

Crash Severity by County
Crashes and Fatalities by County and Month
Economic Loss
Crash Rates per 1,000 Licensed Drivers
Drivers in Crashes by County and Age Group
Affidavits of Probable Cause and DWI Convictions by County
Alcohol-Related Crashes by County
Deer Collisions by County
Registered Vehicles, Licensed Drivers, Population and Vehicle
Miles Traveled by County

This final chapter of *Crash Facts* provides crash details at the county level for each of the 92 counties in Indiana.

Population: The four most populated counties (Allen, Lake, Marion and Saint Joseph) represent nearly one-third of the State's population. The 12 most populated counties (Allen, Delaware, Elkhart, Hamilton, Lake, Madison, Marion, Monroe, Porter, Saint Joseph, Tippecanoe and Vanderburgh) account for more than 50 percent of the State's population. The 71 least populated counties represent only one-third of the State's population. Because of the large variations in county population distribution patterns, challenges in terms of presenting and analyzing the results occur. When reviewing the data from the smaller population counties, they typically have fewer crashes than the larger counties, and even fewer alcohol and serious crashes. For this reason, not only is the current year's data shown, but the five-year weighted averages are also included. Weighting the five-year data places greater value on the most recent crash data and less value on the older crash data. Because of the smaller database in these less populated counties, caution has to be used when comparing results from year to year. The weighted average data may provide a better way to view and evaluate trends. For the larger counties, the database for most categories is sufficiently large that annual comparisons can be made in conjunction with the use of the weighted average data.

Fatal Crashes: Indiana achieved a 0.3 percent reduction in total crashes using the five-year weighted average data from Table 86. However, while there was not a substantial decrease in the total number of crashes, Indiana reduced fatal crashes by 10.9 percent between 1999 and 2000. The largest four counties had a combined 17.3 percent reduction (fatal crashes). The 12 most populated counties (50 percent of the State's population) had a 13.6 percent decrease in fatal crashes; the remaining counties achieved a somewhat lower reduction of 9.1 percent. In terms of the larger counties, Allen County recorded 23 fewer fatal crashes (48 to 25) with both Marion (14) and

Madison (11) recording double digit reductions. Conversely, Tippecanoe County had an increase of 12 fatal crashes from 1999 to 2000. Two counties (Ohio and Switzerland) had zero fatal crashes, and five counties (Crawford, Fayette, Orange, Spencer and Sullivan) recorded only one fatal crash each in 2000. This compares with three counties having only one fatal crash in 1999 (there were no counties that recorded zero fatal crashes in 1999).

Month by month data on the number of fatal crashes and fatalities by county are shown in Table 87. The two right hand columns provide a comparison of the 2000 crash data with the five-year weighted averages. A positive number in the "Rate of Change" column indicates that more people are being killed each year. A negative number indicates that fewer people are being killed each year. Here again, caution should be used when comparing the number of annual fatalities between counties, because one multi-vehicle/multiple fatality crash can create a large shift in the rate of change among the smaller counties.

Economic Loss: The total economic loss that a county suffers as a result of a crash is based upon several factors. It includes an estimate of the damage caused by the crash to any vehicle and other property (such as signs, buildings, etc.). The loss also includes the medical costs associated with any injured person. For fatal crashes the cost of a lost life is not only based upon the above items, but also includes an estimate for the wages and economic contribution that are lost as a result of the fatality. In Indiana, actual costs currently are not available for any of these elements and the NHTSA estimate is used for each type of crash. These costs are updated annually by NHTSA. Table 88 displays the results for the 92 Indiana counties. In contrast to fatal crashes that are more heavily skewed to the smaller counties (versus the 12 largest counties), economic losses are fairly equally distributed between the larger and smaller counties. A higher incidence of both property damage and personal injury crashes in the larger counties contribute heavily to their economic losses. Again, caution has to be used when

looking at the data, especially as percent changes are reviewed. One tool that is used to normalize the results is the miles driven in a county. These are expressed as MVMT (million vehicle miles traveled). The far right hand column in Table 88 compares each county's economic loss to the state average (per MVMT). A percentage greater than 100 percent indicates that the county is experiencing above average economic losses as compared to the average for the state. A combination of this statistic and the actual losses is a good evaluation tool.

Age: Table 90 provides a distribution of drivers by ages that were involved in crashes. Particular focus is placed on the younger drivers (16–20 years old). This group of drivers represents a large pool of relatively inexperienced drivers who have the highest incidence of crash involvement. A comparison of the number of crashes that the 16–20-year-old drivers are involved in for 1998 (year preceding the enactment of the Indiana Graduated Licensed Law) and 2000 (the first full year following the enactment) shows that in 60 of the 92 counties, this age group of drivers was involved in fewer crashes in 2000 than in 1998. Overall, in this age group of drivers, there was a 1.7 percent reduction in the number of crashes between 1998 and 2000. For all other age groups (21+), there was a collective decrease of 1.2 percent (excludes drivers of unknown age). This would indicate that the Graduated License Law has had some positive effect (based solely on the data presented here).

Alcohol: Overall, the State also showed a 9.0 percent weighted average reduction in alcohol-related crashes (Table 86). While there are fewer reported alcohol-related crashes (4 percent of the total crashes in 2000), the percent change by county can be much larger, and at times, somewhat misleading. The source data for this portion of the table also is the Indiana State Police Records Division (ISP data). The NHTSA FARS (Fatal Analysis Reporting System) site uses a statistical process to estimate an alcohol level when no actual data (alcohol test results) is available for fatal crashes. As a result, there can be a substantial difference in the

reported number of fatal alcohol-related crashes when comparing FARS to ISP data. The largest four counties had a 5.7 percent reduction in the number of alcohol-related fatal crashes (ISP data), while the 12 largest counties showed an 11.3 percent reduction in alcohol-related fatal crashes (80 to 71). The remaining 80 counties had a combined reduction of 25.6 percent (129 to 96). A point to note, the larger counties (collectively) were more successful in reducing the total number of fatal crashes, while the smaller counties (collectively) were more successful in reducing the number of alcohol-related fatal crashes.

Tables 91 and 92 address the impact of alcohol on highway crashes based upon data received by the Indiana Bureau of Motor Vehicles. As a preface to Table 91, the composition and flow of data is important to fully understand the table. APC, or Affidavit of Probable Cause, occurs when an officer detects the presence of alcohol and has sufficient probable cause to arrest a motor vehicle operator for impaired driving. The column labeled APC is the number of alcohol-related arrests in that county in 2000 and received by the BMV. Of those written in 2000, the percent shown (second column) indicates the percentage of court-filed APCs that were received by the BMV prior to the BMV receiving the officer-generated APC. The third column, DWI Conv., is the number of convictions reported to the BMV for that county in 2000. In comparing convictions to APCs

(column four), there may be a time lapse (in some cases up to two years) between the date of arrest and the date of conviction. Other definitions for T1 through T5 are shown as part of the table. For comparison purposes, five-year performance data and state data are shown for T2 (the average number of days from arrest to court APC disposition) and T5 (the average number of days from DWI disposition to BMV receipt). In the columns that compare the county results with the same statistic for the State, a percentage greater than 100 percent indicates that particular county for that particular statistic takes a greater number of days than the State average. Caution has to be used before making a judgement decision. One case that extends for a two-year period can substantially alter the average results for that county, particularly, if there were only a small number of cases handled during that time period. Table 92 shows the actual number of APCs and convictions for the four years prior to 2000. These results are normalized per 1,000 licensed drivers in the county. A useful application of this data for a county to perform is a trend analysis of the normalized results to determine positive or negative changes.

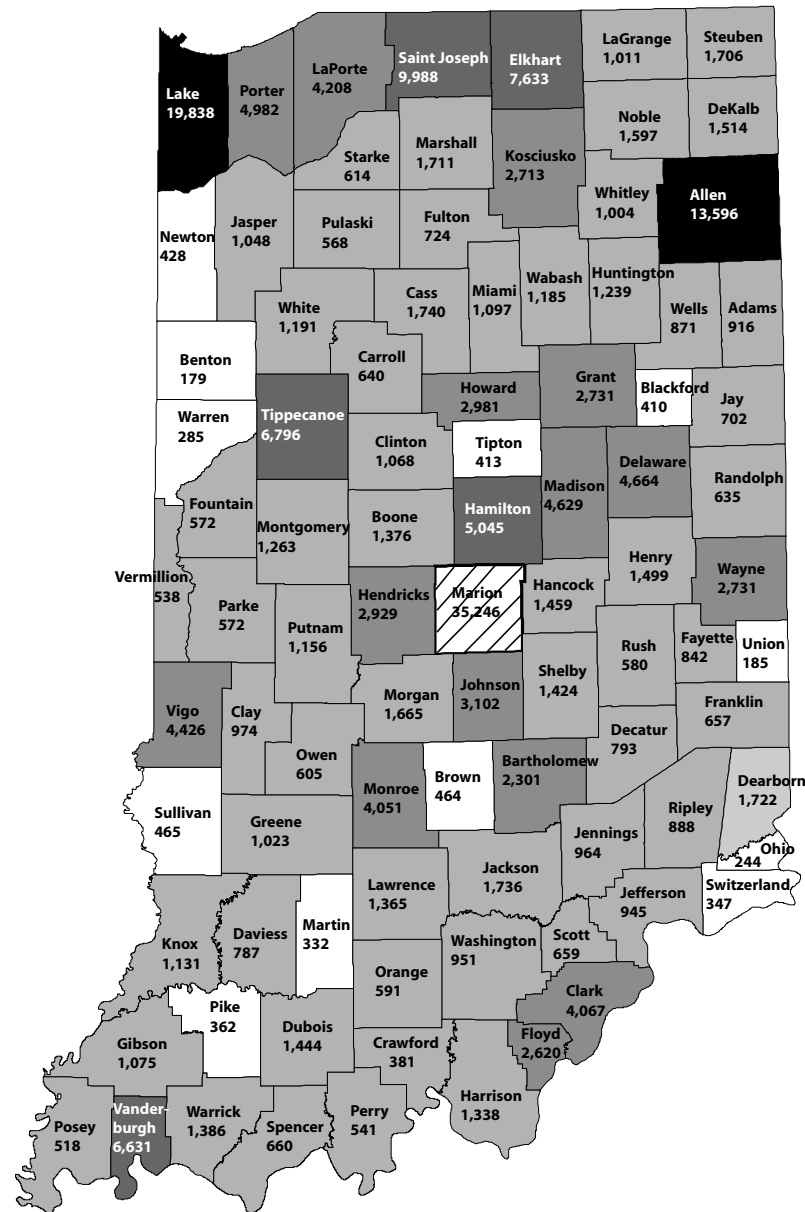
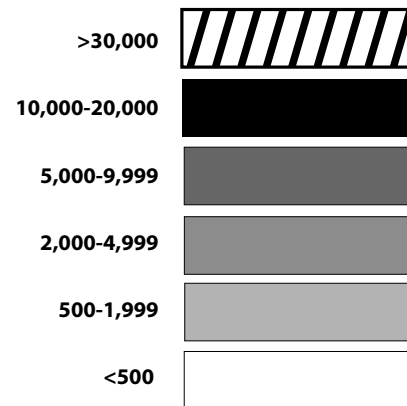
As a follow-up to Table 92, Table 93 provides the number of alcohol-involved crashes, total crashes and alcohol crashes as a percent of the total crashes for each county for the four years preceding 2000. The State average, found at the bottom of the table, can be used to

evaluate whether an individual county is over- or under-represented in alcohol crashes. Of note is the fact that as a percentage of total crashes, the percentage of alcohol-involved crashes declined slightly from 4.2 percent in 1999, to 4.02 percent in 2000. The validity of the results, however, is heavily influenced by the testing rates of involved drivers (fatal crashes). A reported decrease in the percent of alcohol-involved fatal crashes can occur as a result of the lack of testing of the involved drivers, or could indicate that there has been an actual reduction in the incidence of alcohol-involved crashes/fatal crashes.

Deer: There were four reported fatal crashes that involved a vehicle and a deer. These fatal crashes occurred in Johnson, Lawrence, Tippecanoe and Warrick counties, and all occurred in rural areas of the counties. Seventeen counties reported 200 or more deer-involved crashes with Steuben County reporting the greatest number (419).

Visualization Tool: County data is also available in an electronic format with a CD-ROM County Visualization Tool that allows the user to conduct more direct comparisons with other similar-sized counties, contiguous counties or county attributes. The tool is available at no charge through either the CJI or the Purdue University CATS web sites.

Total Crashes per County



county data

Table 86. Crash Severity by County, 2000

County	Total Crashes						Alcohol-Related Crashes					
	Total Crashes	1996-2000 Weighted Average	1996-2000 Percent Change	Fatal Crashes	Personal Injury	Property Damage	Total Crashes	1996-2000 Weighted Average	1996-2000 Percent Change	Fatal Crashes	Personal Injury	Property Damage
ADAMS	916	901	-1.3%	3	157	756	28	32	-6.7%	0	7	21
ALLEN	13,596	13,346	1.9%	25	2,925	10,646	586	589	4.3%	9	244	333
BARTHOLOMEW	2,301	2,342	-6.5%	12	665	1,624	90	92	-9.1%	2	45	43
BENTON	179	197	-5.3%	2	44	133	9	10	200.0%	1	4	4
BLACKFORD	410	409	-8.9%	6	87	317	24	20	71.4%	1	10	13
BOONE	1,376	1,389	-3.0%	7	277	1,092	54	52	-5.3%	0	26	28
BROWN	464	459	-3.5%	6	130	328	36	26	28.6%	2	19	15
CARROLL	640	622	-1.4%	4	111	525	34	36	41.7%	3	13	18
CASS	1,740	1,753	-3.7%	5	372	1,363	81	77	35.0%	1	33	47
CLARK	4,067	3,778	12.5%	17	950	3,100	159	151	-16.8%	3	70	86
CLAY	974	935	-0.5%	2	191	781	28	33	-22.2%	0	11	17
CLINTON	1,068	1,076	0.7%	6	227	835	51	49	-1.9%	0	18	33
CRAWFORD	381	326	41.1%	1	88	292	21	15	162.5%	0	12	9
DAVIESS	787	828	-8.3%	9	181	597	32	44	-50.0%	1	17	14
DEARBORN	1,722	1,725	8.3%	14	395	1,313	87	97	-4.4%	1	49	37
DECATUR	793	805	-3.3%	4	169	620	36	39	2.9%	0	17	19
DEKALB	1,514	1,436	2.3%	9	280	1,225	42	43	-25.0%	1	19	22
DELAWARE	4,664	4,395	0.1%	8	1,090	3,566	202	188	6.9%	2	89	111
DUBOIS	1,444	1,444	4.5%	5	340	1,099	73	73	-2.7%	1	42	30
ELKHART	7,633	7,551	1.5%	24	1,715	5,894	249	270	-22.4%	5	123	121
FAYETTE	842	902	-15.6%	1	155	686	33	40	-45.0%	1	13	19
FLOYD	2,620	2,588	1.9%	6	676	1,938	124	127	-14.5%	1	59	64
FOUNTAIN	572	588	-11.7%	5	113	454	31	33	6.9%	0	15	16
FRANKLIN	657	675	1.7%	5	130	522	38	47	-7.3%	0	16	22
FULTON	724	652	6.3%	3	134	587	30	32	-21.1%	1	13	16
GIBSON	1,075	1,070	0.3%	7	179	889	41	46	-14.6%	1	15	25
GRANT	2,731	2,683	-4.6%	6	587	2,138	112	106	-0.9%	1	49	62
GREENE	1,023	944	6.0%	9	229	785	34	37	-22.7%	1	19	14
HAMILTON	5,045	4,820	7.3%	12	1,105	3,928	136	127	14.3%	0	53	83
HANCOCK	1,459	1,487	-5.0%	11	335	1,113	49	53	-18.3%	3	19	27
HARRISON	1,338	1,276	9.9%	11	316	1,011	59	57	25.5%	1	33	25
HENDRICKS	2,929	2,778	8.7%	8	577	2,344	108	108	17.4%	1	43	64
HENRY	1,499	1,458	-3.5%	10	341	1,148	48	59	-29.4%	3	23	22
HOWARD	2,981	2,828	5.6%	9	781	2,191	103	116	-18.3%	3	40	60
HUNTINGTON	1,239	1,247	-6.3%	5	244	990	47	38	4.4%	2	17	28
JACKSON	1,736	1,696	-1.1%	7	351	1,378	75	72	21.0%	0	29	46
JASPER	1,048	1,051	2.7%	8	244	796	32	40	-28.9%	1	21	10
JAY	702	697	-6.8%	9	111	582	17	24	-10.5%	2	2	13
JEFFERSON	945	998	-7.7%	5	186	754	23	39	-62.3%	1	8	14
JENNINGS	964	928	8.8%	2	211	751	44	38	-8.3%	1	17	26
JOHNSON	3,102	2,994	-2.6%	11	716	2,375	118	120	-15.1%	2	55	61
KNOX	1,131	1,274	-20.5%	6	298	827	64	67	-11.1%	2	24	38
KOSCIUSKO	2,713	2,596	-1.6%	15	518	2,180	113	122	-26.1%	1	52	60
LAGRANGE	1,011	1,067	-6.9%	4	162	845	49	46	8.9%	2	17	30
LAKE	19,838	19,839	1.2%	54	4,389	15,395	851	881	-9.0%	12	368	471

Table 86. Crash Severity by County, 2000 (cont.)

County	Total Crashes						Alcohol-Related Crashes					
	Total Crashes	1996-2000		Fatal Crashes	Personal Injury	Property Damage	Total Crashes	1996-2000		Fatal Crashes	Personal Injury	Property Damage
		Weighted Average	Percent Change					Weighted Average	Percent Change			
LAPORTE	4,208	4,261	2.5%	30	1,055	3,123	220	232	-13.0%	6	105	109
LAWRENCE	1,365	1,353	-8.9%	4	336	1,025	57	70	-27.8%	1	29	27
MADISON	4,629	4,659	-9.2%	15	963	3,651	199	203	-16.7%	3	71	125
MARION	35,246	34,655	5.1%	71	7,941	27,234	1,276	1,260	-0.2%	20	534	722
MARSHALL	1,711	1,684	-1.9%	8	321	1,382	65	72	-13.3%	3	29	33
MARTIN	332	334	-1.5%	2	55	275	9	14	-64.0%	0	2	7
MIAMI	1,097	1,123	-2.7%	8	221	868	40	45	-21.6%	3	9	28
MONROE	4,051	4,219	-11.3%	6	926	3,119	132	140	5.6%	2	59	71
MONTGOMERY	1,263	1,258	-4.4%	5	278	980	52	54	8.3%	2	22	28
MORGAN	1,665	1,690	-0.6%	14	366	1,285	64	74	-22.0%	2	25	37
NEWTON	428	413	13.8%	7	88	333	27	24	-10.0%	0	14	13
NOBLE	1,597	1,638	-6.8%	13	265	1,319	68	70	-24.4%	1	34	33
OHIO	244	242	12.4%	0	46	198	13	16	-13.3%	0	7	6
ORANGE	591	616	-5.0%	1	107	483	27	25	50.0%	1	7	19
OWEN	605	621	-5.5%	3	139	463	35	30	12.9%	0	14	21
PARKE	572	567	-0.2%	2	116	454	25	29	-21.9%	0	12	13
PERRY	541	603	-20.9%	3	99	439	27	26	-22.9%	2	8	17
PIKE	362	387	-11.3%	4	70	288	18	18	-25.0%	0	10	8
PORTER	4,982	4,829	7.7%	21	1,310	3,651	215	213	-2.7%	4	108	103
POSEY	518	532	-10.4%	4	123	391	19	28	-26.9%	1	8	10
PULASKI	568	569	-5.8%	4	78	486	19	21	-13.6%	0	12	7
PUTNAM	1,156	1,144	-2.3%	5	238	913	38	44	-7.3%	0	16	22
RANDOLPH	635	650	-14.2%	3	121	511	27	28	-15.6%	0	12	15
RIPLEY	888	879	1.8%	5	174	709	38	40	-13.6%	0	18	20
RUSH	580	555	9.6%	6	137	437	31	24	63.2%	0	16	15
SAINT JOSEPH	9,988	9,907	-3.3%	27	2,304	7,657	448	476	-24.5%	9	177	262
SCOTT	659	719	-20.5%	6	179	474	20	26	-53.5%	0	11	9
SHELBY	1,424	1,414	3.1%	7	354	1,063	80	72	1.3%	3	34	43
SPENCER	660	669	3.0%	1	124	535	31	41	-40.4%	0	10	21
STARKE	614	695	-25.5%	5	140	469	51	52	-7.3%	3	26	22
STEBEN	1,706	1,649	-3.1%	3	245	1,458	44	58	-18.5%	1	15	28
SULLIVAN	465	472	-11.8%	1	93	371	5	5	-50.0%	0	3	2
SWITZERLAND	347	333	-5.4%	0	53	294	8	10	-42.9%	0	4	4
TIPPECANOE	6,796	6,732	4.7%	28	1,189	5,579	217	252	-22.2%	4	79	134
TIPTON	413	390	-2.4%	6	127	280	21	15	75.0%	1	12	8
UNION	185	212	-25.4%	2	33	150	14	13	250.0%	1	5	8
VANDERBURGH	6,631	6,773	-2.9%	7	1,511	5,113	309	318	1.3%	1	137	171
VERMILLION	538	510	-10.5%	3	127	408	27	28	-15.6%	1	15	11
VIGO	4,426	4,671	-15.9%	9	976	3,441	173	201	-25.4%	5	65	103
WABASH	1,185	1,194	-7.9%	3	222	960	41	50	-21.2%	0	13	28
WARREN	285	277	1.1%	3	47	235	14	13	40.0%	0	8	6
WARRICK	1,386	1,407	-6.4%	8	233	1,145	69	75	6.2%	1	17	51
WASHINGTON	951	920	8.3%	4	213	734	50	53	-9.1%	2	23	25
WAYNE	2,731	2,743	-6.9%	10	627	2,094	118	121	-9.2%	3	40	75
WELLS	871	821	5.4%	5	149	717	19	22	-40.6%	1	12	6
WHITE	1,191	1,137	10.5%	7	207	977	66	60	73.7%	4	27	35
WHITLEY	1,004	1,012	-6.1%	8	185	811	34	41	-26.1%	0	9	25
INDIANA	220,883	2,380	-0.3%	795	48,393	171,695	8,901	100	-9.0%	167	3,811	4,923

county data

Table 87. Fatal Crashes and Fatalities by County and Month, 2000

County	January		February		March		April		May		June		July		August		September		October		November		December		Total		1996-2000	
	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Fatalities Wkd. Avg.	Rate of Change
ADAMS	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	3	3	3.87	-1.23
ALLEN	1	1	2	2	2	2	2	2	1	1	3	3	2	2	3	3	2	2	3	3	2	2	2	4	25	27	35.27	-1.51
BARTHOLOMEW	0	0	0	0	1	1	0	0	2	2	3	3	3	4	1	1	2	2	0	0	0	0	0	0	12	13	14.40	-2.08
BENTON	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2	2	3.00	0.23
BLACKFORD	0	0	0	0	1	1	1	1	2	2	0	0	0	0	0	0	0	0	1	1	0	0	1	1	6	6	3.33	0.17
BOONE	0	0	0	0	2	2	0	0	1	1	0	0	0	0	0	0	2	2	0	0	1	4	1	1	7	10	8.40	-0.28
BROWN	1	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2	2	1	1	0	0	0	0	6	7	3.60	-0.17
CARROLL	1	1	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	4	4	3.93	-0.01
CASS	1	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	5	6	8.20	0.53
CLARK	2	3	1	1	2	2	0	0	1	1	2	2	2	2	1	1	3	3	3	3	0	0	0	0	17	18	13.13	2.78
CLAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	0	2	2	4.33	-1.28
CLINTON	0	0	0	0	0	0	1	1	1	2	1	1	0	0	0	0	1	1	1	1	0	0	1	3	6	9	7.87	1.07
CRAWFORD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	1.73	-0.10
DAVIESS	0	0	0	0	2	2	1	1	0	0	0	0	4	4	0	0	0	0	0	0	1	1	1	1	9	9	7.33	-0.35
DEARBORN	2	2	0	0	0	0	3	3	1	1	2	2	0	0	2	2	0	0	1	1	1	1	2	2	14	14	9.73	0.64
DECATUR	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	1	2	4	5	6.93	-0.81
DEKALB	1	1	0	0	1	1	0	0	0	0	1	2	1	1	0	0	1	1	1	1	1	1	2	3	9	11	9.00	0.78
DELAWARE	1	1	0	0	0	0	2	2	0	0	0	0	1	2	1	1	0	0	2	3	1	1	0	0	8	10	14.27	-2.19
DUBOIS	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	1	1	2	2	0	0	0	0	5	5	5.00	0.61
ELKHART	0	0	0	0	1	1	0	0	2	3	4	4	4	5	4	4	3	3	4	4	2	2	0	0	24	26	25.13	-5.11
FAYETTE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	2.60	-0.40
FLOYD	2	3	0	0	0	0	0	0	1	1	0	0	2	2	0	0	0	0	0	0	0	0	1	1	6	7	4.20	-0.86
FOUNTAIN	0	0	0	0	1	1	1	1	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	5	5	4.53	-0.33
FRANKLIN	0	0	1	1	0	0	0	0	0	0	1	3	1	3	0	0	1	1	0	0	0	0	1	1	5	9	6.87	-0.21
FULTON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	3	3	6.33	-1.61
GIBSON	0	0	1	1	2	2	1	1	1	1	1	1	0	0	0	0	0	0	0	0	1	1	0	0	7	7	6.67	0.83
GRANT	0	0	0	0	0	0	2	2	1	1	1	2	0	0	0	0	1	1	0	0	1	1	0	0	6	7	9.47	-0.96
GREENE	0	0	2	2	0	0	1	1	1	1	0	0	2	2	0	0	2	2	1	1	0	0	0	0	9	9	7.40	2.13
HAMILTON	2	3	0	0	0	0	3	3	2	2	0	0	1	1	0	0	1	1	2	2	0	0	1	1	12	13	12.93	0.18
HANCOCK	0	0	1	1	0	0	1	1	1	1	1	2	2	2	1	1	1	1	1	1	2	3	0	0	11	13	9.87	1.22
HARRISON	0	0	0	0	0	0	2	2	2	2	1	1	1	1	0	0	3	3	1	1	1	1	0	0	11	11	7.67	0.01
HENDRICKS	0	0	1	1	1	1	0	0	0	0	0	0	2	2	0	0	2	3	1	3	1	1	0	0	8	11	15.13	-0.91
HENRY	1	3	1	1	1	1	0	0	2	3	1	1	0	0	0	0	2	3	1	1	1	1	0	0	10	14	8.13	1.14
HOWARD	1	1	0	0	0	0	1	1	1	1	0	0	2	2	1	1	1	1	2	2	0	0	0	0	9	9	9.73	0.31
HUNTINGTON	0	0	0	0	1	1	1	1	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5	5	7.73	-1.23
JACKSON	1	1	0	0	1	1	0	0	0	0	2	2	0	0	1	1	1	1	0	0	0	0	1	1	7	7	8.13	-0.45
JASPER	0	0	1	1	0	0	1	1	1	2	0	0	0	0	1	1	1	1	0	0	0	0	3	3	8	9	8.00	0.60
JAY	1	1	1	1	0	0	0	0	3	6	0	0	0	0	0	0	3	3	1	1	0	0	0	0	9	12	6.93	1.13
JEFFERSON	0	0	0	0	0	0	1	1	1	1	0	0	0	0	1	1	0	0	2	2	0	0	0	0	5	5	3.93	-0.89
JENNINGS	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	5.53	-0.30
JOHNSON	2	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	3	3	2	2	1	1	1	1	11	11	10.60	0.80
KNOX	2	2	1	1	0	0	0	0	0	0	1	1	1	1	0	0	1	1	0	0	0	0	0	0	6	6	5.73	0.17
KOSCIUSKO	1	1	0	0	1	1	0	0	1	1	2	2	1	1	0	0	2	2	2	2	4	5	1	1	15	16	19.07	-0.87
LAGRANGE	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2	0	0	1	2	0	0	0	0	4	5	11.20	-1.43
LAKE	2	2	7	9	0	0	5	5	2	2	4	4	7	8	5	5	9	9	6	6	5	6	2	2	54	58	55.00	-3.14

Crashes and Fatalities by County and Month

Table 87. Fatal Crashes and Fatalities by County and Month, 2000 (cont.)

County	January		February		March		April		May		June		July		August		September		October		November		December		Total		1996-2000	
	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Crashes	Fatalities	Fatalities Wtd. Avg.	Rate of Change
LAPORTE	0	0	1	1	2	2	1	1	2	2	3	3	2	3	4	4	5	5	3	3	4	6	3	3	30	33	23.00	-0.91
LAWRENCE	0	0	1	1	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	1	1	0	0	4	4	5.87	-1.86
MADISON	1	1	2	2	2	2	2	2	2	2	2	3	0	0	1	1	0	0	1	1	1	1	1	1	15	16	21.40	1.32
MARION	3	3	4	4	6	6	6	6	8	8	10	10	8	8	4	5	5	5	4	4	7	7	6	6	71	72	76.93	-8.33
MARSHALL	0	0	1	1	0	0	1	1	0	0	1	1	4	8	0	0	1	1	0	0	0	0	0	0	8	12	13.33	0.45
MARTIN	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4.20	-0.10
MIAMI	1	1	1	1	2	2	0	0	1	1	1	1	0	0	0	0	0	0	2	2	0	0	0	0	8	8	7.60	-0.56
MONROE	0	0	1	1	1	1	1	1	0	0	1	1	1	1	0	0	0	0	0	0	0	0	1	1	6	6	9.00	-1.45
MONTGOMERY	0	0	1	1	1	1	1	1	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	5	5	7.47	-1.04
MORGAN	0	0	0	0	1	7	0	0	2	2	2	6	1	1	2	2	2	3	0	0	1	1	3	3	14	25	18.47	4.26
NEWTON	1	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1	0	0	2	2	1	1	7	7	5.80	1.03
NOBLE	0	0	1	2	2	2	0	0	1	1	3	4	0	0	2	2	0	0	2	2	1	2	1	1	13	16	13.13	0.48
OHIO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.40	0.00
ORANGE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	4.67	-1.47
OWEN	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0	3	3	4.40	-0.75
PARKE	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2	3.27	0.11
PERRY	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	4	2.20	0.06
PIKE	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	1	1	0	0	0	0	1	1	4	4	3.73	-0.18
PORTER	1	1	1	1	3	4	0	0	1	1	4	7	3	3	2	3	1	1	1	1	1	1	3	3	21	26	24.40	-0.24
POSEY	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	3	4	5	5.33	0.86
PULASKI	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	1	0	0	1	1	0	0	0	0	4	4	3.87	0.14
PUTNAM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	3	3	0	0	0	0	0	0	5	5	6.87	0.27
RANDOLPH	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	1	1	0	0	0	0	3	3	3.60	-1.16
RIPLEY	0	0	0	0	1	1	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	2	3	5	7	7.47	0.45
RUSH	1	1	0	0	0	0	1	1	2	2	1	1	0	0	1	1	0	0	0	0	0	0	0	0	6	6	5.20	0.50
SAINT JOSEPH	3	4	2	2	2	3	1	1	3	3	5	5	6	7	4	4	0	0	0	0	1	1	0	0	27	30	25.27	-1.33
SCOTT	0	0	1	1	0	0	0	0	1	1	1	1	0	0	0	0	1	3	1	1	1	1	0	0	6	8	4.20	0.63
SHELBY	0	0	1	1	0	0	1	1	0	0	1	1	1	1	1	1	0	0	0	0	0	0	2	2	7	7	6.60	0.00
SPENCER	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	4.80	-0.79
STARKE	0	0	0	0	0	0	0	0	1	1	0	0	1	1	1	1	0	0	2	2	0	0	0	0	5	5	8.80	-0.85
STEBEN	0	0	1	1	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	4.80	-0.72
SULLIVAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	1.93	-0.60
SWITZERLAND	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.27	-2.07
TIPPECANOE	2	2	4	4	5	5	1	1	1	1	5	5	2	2	1	1	4	4	1	1	2	2	0	0	28	28	19.27	0.66
TIPTON	1	1	0	0	1	1	0	0	0	0	0	0	1	1	0	0	2	2	1	1	0	0	0	0	6	6	4.40	-0.06
UNION	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2	1.53	-0.10
VANDEBURGH	0	0	0	0	0	0	1	1	1	1	2	3	1	1	1	2	0	0	1	1	0	0	0	0	7	9	11.27	-1.13
VERMILLION	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	3	4	3.87	-0.99
VIGO	0	0	1	1	0	0	3	5	0	0	1	1	0	0	1	1	1	1	1	1	1	1	0	0	9	11	16.20	-1.09
WABASH	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	1	1	0	0	0	0	3	3	6.93	-2.12
WARREN	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	1	1	0	0	3	3	2.60	0.89
WARRICK	0	0	2	2	1	1	1	1	0	0	0	0	0	0	1	1	1	1	1	1	0	0	1	1	8	8	8.33	0.99
WASHINGTON	0	0	0	0	2	3	1	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	4	8	6.60	-0.09
WAYNE	0	0	0	0	0	0	0	0	1	1	0	0	3	3	1	1	1	1	0	0	3	4	1	1	10	11	11.53	-1.20
WELLS	0	0	0	0	0	0	0	0	1	1	1	1	0	0	1	1	0	0	2	2	0	0	0	0	5	5	5.07	-0.19
WHITE	1	1	0	0	2	2	0	0	1	1	1	1	1	1	0	0	0	0	1	1	0	0	0	0	7	7	7.53	2.03
WHITLEY	1	1	0	0	2	2	1	1	0	0	1	1	0	0	1	2	1	1	0	0	0	0	1	1	8	9	6.33	0.32
INDIANA	41	48	49	52	62	71	56	59	71	78	93	109	84	96	65	72	90	97	77	81	54	64	53	61	795	888		

Legend: Wtd. Avg. = Weighted Average

county data

Table 88. Total Economic Loss for all Reportable Crashes by County, 2000

County	2000 Total Economic Loss (Millions of Dollars)	1996-2000 Wtd. Avg. Total Economic Loss (Millions of Dollars)	1996-2000 Wtd. Avg. Total Economic Loss Rate of Change	2000 Economic Loss per Capita (Dollars)	1996-2000 Wtd. Avg. Economic Loss per Capita (Dollars)	1996-2000 Wtd. Avg. Economic Loss per Capita \$ Change	1996-2000 Wtd. Avg. Economic Loss per Capita % of State Avg.	2000 Economic Loss per Million VMT (Dollars)	1996-2000 Wtd. Avg. Economic Loss per Million VMT (Dollars)	1996-2000 Wtd. Avg. Economic Loss per Million VMT \$ Change	1996-2000 Wtd. Avg. Economic Loss per Million VMT % of State Avg.
ADAMS	\$8.7	\$10.8	-\$0.63	\$260	\$326	-\$21.15	74%	\$30,406	\$36,631	-\$1,850	107.4%
ALLEN	\$130.5	\$139.1	-\$0.20	\$393	\$435	-\$6.93	99%	\$38,064	\$41,337	-\$420	121.1%
BARTHOLOMEW	\$33.3	\$35.1	-\$1.96	\$466	\$502	-\$32.82	115%	\$36,066	\$39,632	-\$4,225	116.1%
BENTON	\$3.4	\$4.2	\$0.23	\$366	\$435	\$24.70	99%	\$18,365	\$22,664	\$938	66.4%
BLACKFORD	\$8.0	\$6.3	\$0.44	\$568	\$451	\$32.14	103%	\$48,526	\$39,303	\$1,871	115.2%
BOONE	\$18.7	\$17.1	-\$0.36	\$405	\$383	-\$15.69	87%	\$20,425	\$18,896	-\$723	55.4%
BROWN	\$9.7	\$7.4	\$0.02	\$647	\$479	\$2.56	109%	\$64,366	\$48,180	\$405	141.2%
CARROLL	\$7.6	\$7.7	-\$0.16	\$375	\$384	-\$10.27	88%	\$27,967	\$28,898	-\$875	84.7%
CASS	\$17.6	\$20.3	-\$0.47	\$429	\$516	-\$17.69	118%	\$38,737	\$46,313	-\$2,400	135.7%
CLARK	\$49.5	\$44.5	\$2.21	\$513	\$469	\$18.74	107%	\$35,648	\$32,782	\$687	96.1%
CLAY	\$8.6	\$10.5	-\$1.14	\$324	\$393	-\$43.47	90%	\$18,617	\$24,045	-\$3,684	70.5%
CLINTON	\$15.4	\$14.9	\$0.57	\$453	\$447	\$14.89	102%	\$30,186	\$29,406	\$807	86.2%
CRAWFORD	\$3.9	\$4.0	\$0.21	\$360	\$377	\$17.42	86%	\$17,484	\$18,361	\$721	53.8%
DAVISS	\$13.8	\$13.4	-\$0.44	\$461	\$458	-\$18.89	104%	\$40,337	\$41,470	-\$4,475	121.5%
DEARBORN	\$25.4	\$22.8	\$0.58	\$552	\$488	\$9.27	111%	\$42,144	\$38,713	-\$324	113.5%
DECATUR	\$10.3	\$12.5	-\$0.75	\$418	\$497	-\$28.56	113%	\$21,658	\$26,978	-\$2,230	79.1%
DEKALB	\$19.7	\$17.4	\$0.35	\$490	\$438	\$4.03	100%	\$35,219	\$31,707	-\$35	92.9%
DELAWARE	\$46.7	\$49.2	-\$1.80	\$393	\$420	-\$14.93	96%	\$29,763	\$31,555	-\$1,160	92.5%
DUBOIS	\$15.5	\$15.7	\$0.63	\$390	\$395	\$13.50	90%	\$30,220	\$31,581	\$339	92.6%
ELKHART	\$82.6	\$86.3	-\$4.66	\$452	\$491	-\$35.14	112%	\$41,616	\$44,979	-\$3,822	131.8%
FAYETTE	\$6.7	\$8.8	-\$0.89	\$261	\$339	-\$32.29	77%	\$27,673	\$37,274	-\$4,405	109.2%
FLOYD	\$28.5	\$27.0	-\$0.12	\$402	\$377	-\$2.29	86%	\$34,015	\$33,104	-\$1,087	97.0%
FOUNTAIN	\$8.2	\$8.3	-\$0.25	\$459	\$454	-\$12.57	104%	\$30,610	\$31,401	-\$1,711	92.0%
FRANKLIN	\$12.0	\$11.5	\$0.00	\$541	\$526	-\$5.57	120%	\$41,760	\$41,018	-\$1,227	120.2%
FULTON	\$7.3	\$10.4	-\$0.91	\$354	\$503	-\$47.14	115%	\$27,820	\$39,297	-\$3,374	115.2%
GIBSON	\$12.8	\$13.6	\$0.35	\$395	\$423	\$9.51	96%	\$24,249	\$25,983	\$138	76.1%
GRANT	\$26.6	\$28.9	-\$0.66	\$363	\$398	-\$8.63	91%	\$30,375	\$33,223	-\$1,071	97.4%
GREENE	\$15.2	\$14.0	\$1.75	\$459	\$423	\$52.09	97%	\$35,348	\$33,455	\$3,478	98.0%
HAMILTON	\$51.8	\$51.1	\$0.58	\$284	\$302	-\$11.57	69%	\$28,179	\$28,340	-\$428	83.1%
HANCOCK	\$24.1	\$23.1	\$1.05	\$434	\$421	\$12.72	96%	\$25,631	\$24,445	\$1,053	71.6%
HARRISON	\$20.0	\$17.3	\$0.50	\$582	\$503	\$9.73	115%	\$42,135	\$36,729	\$713	107.6%
HENDRICKS	\$31.1	\$34.8	-\$0.33	\$299	\$355	-\$15.88	81%	\$29,901	\$33,615	-\$726	98.5%
HENRY	\$23.5	\$18.4	\$0.85	\$484	\$380	\$18.41	87%	\$30,052	\$24,220	\$468	71.0%
HOWARD	\$34.5	\$35.5	\$0.68	\$406	\$422	\$7.18	96%	\$37,973	\$40,143	-\$257	117.6%
HUNTINGTON	\$13.3	\$16.3	-\$1.67	\$349	\$435	-\$47.32	99%	\$21,263	\$26,889	-\$3,312	78.8%
JACKSON	\$18.3	\$20.0	-\$0.51	\$442	\$487	-\$14.72	111%	\$27,291	\$31,010	-\$1,594	90.9%
JASPER	\$16.3	\$15.7	\$0.55	\$544	\$535	\$10.83	122%	\$25,173	\$24,564	\$380	72.0%
JAY	\$14.5	\$10.9	\$0.90	\$663	\$502	\$41.20	115%	\$48,883	\$37,891	\$2,241	111.0%
JEFFERSON	\$11.2	\$12.5	-\$0.70	\$353	\$396	-\$24.36	90%	\$36,679	\$41,505	-\$2,706	121.6%
JENNINGS	\$9.3	\$12.3	-\$0.02	\$336	\$445	-\$4.94	102%	\$30,107	\$41,521	-\$1,857	121.7%
JOHNSON	\$35.5	\$35.3	\$0.14	\$308	\$317	-\$6.14	72%	\$34,744	\$36,435	-\$1,931	106.8%
KNOX	\$14.6	\$16.1	-\$0.41	\$372	\$409	-\$9.36	93%	\$30,070	\$32,845	-\$617	96.3%
KOSCIUSKO	\$32.3	\$36.0	-\$0.90	\$436	\$500	-\$18.85	114%	\$40,914	\$46,180	-\$1,750	135.3%
LAGRANGE	\$10.5	\$16.5	-\$1.62	\$302	\$489	-\$56.86	111%	\$18,372	\$28,791	-\$3,093	84.4%
LAKE	\$212.0	\$222.6	-\$5.45	\$437	\$462	-\$11.93	105%	\$45,674	\$48,149	-\$1,676	141.1%

Table 88. Total Economic Loss for all Reportable Crashes by County, 2000 (cont.)

County	2000 Total Economic Loss (Millions of Dollars)	1996-2000 Wtd. Avg. Total Economic Loss (Millions of Dollars)	1996-2000 Wtd. Avg. Total Economic Loss % Change	2000 Economic Loss per Capita (Dollars)	1996-2000 Wtd. Avg. Economic Loss per Capita (Dollars)	1996-2000 Wtd. Avg. Economic Loss per Capita \$ Change	1996-2000 Wtd. Avg. Economic Loss per Capita % of State Avg.	2000 Economic Loss per Million VMT (Dollars)	1996-2000 Wtd. Avg. Economic Loss per Million VMT (Dollars)	1996-2000 Wtd. Avg. Economic Loss per Million VMT \$ Change	1996-2000 Wtd. Avg. Economic Loss per Million VMT % of State Avg.
LAPORTE	\$64.2	\$59.0	-\$0.59	\$583	\$537	-\$5.85	122%	\$41,557	\$39,340	-\$1,637	115.3%
LAWRENCE	\$14.9	\$17.4	-\$1.96	\$325	\$380	-\$44.25	87%	\$29,637	\$35,553	-\$5,404	104.2%
MADISON	\$50.1	\$57.8	-\$0.87	\$376	\$438	-\$6.74	100%	\$34,755	\$40,292	-\$873	118.1%
MARION	\$352.2	\$371.7	-\$8.27	\$409	\$449	-\$14.26	103%	\$36,149	\$38,841	-\$1,185	113.8%
MARSHALL	\$21.6	\$24.1	-\$0.01	\$478	\$529	-\$1.04	121%	\$34,468	\$36,950	\$961	108.3%
MARTIN	\$3.9	\$6.0	-\$0.24	\$376	\$570	-\$19.92	130%	\$30,008	\$45,929	-\$2,400	134.6%
MIAMI	\$14.7	\$14.8	-\$0.59	\$407	\$432	-\$26.22	98%	\$36,976	\$37,854	-\$2,316	110.9%
MONROE	\$37.9	\$42.3	-\$1.31	\$314	\$359	-\$14.56	82%	\$39,601	\$43,972	-\$1,594	128.9%
MONTGOMERY	\$14.4	\$16.4	-\$0.85	\$382	\$444	-\$26.83	101%	\$25,277	\$28,831	-\$1,718	84.5%
MORGAN	\$33.9	\$29.3	\$2.95	\$509	\$443	\$39.20	101%	\$42,511	\$37,166	\$2,798	108.9%
NEWTON	\$9.3	\$8.5	\$1.01	\$639	\$577	\$67.83	132%	\$37,333	\$34,455	\$3,214	101.0%
NOBLE	\$23.7	\$22.4	\$0.29	\$512	\$511	-\$5.25	117%	\$43,179	\$41,729	-\$264	122.3%
OHIO	\$1.5	\$2.0	-\$0.06	\$274	\$372	-\$13.38	85%	\$25,325	\$34,594	-\$2,650	101.4%
ORANGE	\$5.0	\$8.1	-\$0.89	\$258	\$413	-\$46.96	94%	\$22,949	\$38,555	-\$5,427	113.0%
OWEN	\$7.0	\$8.8	-\$0.77	\$323	\$424	-\$44.12	97%	\$35,243	\$44,152	-\$4,016	129.4%
PARKE	\$5.5	\$6.7	\$0.19	\$320	\$399	\$6.85	91%	\$22,955	\$27,606	\$876	80.9%
PERRY	\$6.9	\$6.6	\$0.03	\$366	\$346	\$2.82	79%	\$27,161	\$26,284	-\$516	77.0%
PIKE	\$5.6	\$6.1	-\$0.33	\$440	\$478	-\$28.61	109%	\$27,076	\$29,150	-\$2,191	85.4%
PORTER	\$65.7	\$64.9	\$0.24	\$447	\$443	-\$1.96	101%	\$39,235	\$39,244	-\$609	115.0%
POSEY	\$8.2	\$8.6	\$0.56	\$303	\$323	\$19.73	74%	\$20,279	\$21,301	\$1,204	62.4%
PULASKI	\$6.5	\$6.6	\$0.02	\$470	\$484	-\$2.65	110%	\$32,931	\$33,086	\$46	97.0%
PUTNAM	\$12.7	\$14.7	\$0.39	\$353	\$420	\$4.14	96%	\$20,178	\$24,166	-\$238	70.8%
RANDOLPH	\$7.0	\$7.9	-\$1.14	\$255	\$287	-\$41.11	66%	\$20,169	\$22,926	-\$3,471	67.2%
RIPLEY	\$12.5	\$12.8	\$0.52	\$472	\$473	\$19.85	108%	\$33,286	\$34,876	\$220	102.2%
RUSH	\$9.8	\$9.0	\$0.61	\$539	\$494	\$33.82	113%	\$39,057	\$36,141	\$2,024	105.9%
SAINT JOSEPH	\$106.5	\$108.0	-\$3.06	\$401	\$415	-\$14.30	95%	\$44,555	\$46,011	-\$2,238	134.8%
SCOTT	\$13.6	\$11.1	\$0.44	\$590	\$481	\$16.57	110%	\$40,337	\$34,477	\$25	101.0%
SHELBY	\$17.7	\$17.6	\$0.29	\$406	\$405	\$5.04	92%	\$26,907	\$27,467	-\$307	80.5%
SPENCER	\$5.4	\$8.9	-\$0.36	\$267	\$425	-\$17.53	97%	\$14,634	\$24,724	-\$1,760	72.5%
STARKE	\$9.0	\$13.5	-\$0.91	\$383	\$570	-\$39.41	130%	\$35,525	\$54,291	-\$4,618	159.1%
STEBEN	\$12.2	\$14.3	-\$1.15	\$368	\$448	-\$43.81	102%	\$17,413	\$20,952	-\$2,245	61.4%
SULLIVAN	\$4.0	\$5.3	-\$0.62	\$185	\$249	-\$31.33	57%	\$12,781	\$17,197	-\$2,349	50.4%
SWITZERLAND	\$1.9	\$4.0	-\$1.00	\$210	\$449	-\$122.20	102%	\$21,347	\$46,007	-\$12,607	134.8%
TIPPECANOE	\$71.0	\$66.2	\$1.81	\$477	\$461	\$5.30	105%	\$47,096	\$45,384	-\$210	133.0%
TIPTON	\$9.3	\$7.4	-\$0.04	\$563	\$447	-\$3.58	102%	\$28,624	\$23,464	-\$826	68.8%
UNION	\$2.9	\$2.8	-\$0.17	\$401	\$381	-\$23.00	87%	\$33,935	\$32,214	-\$2,163	94.4%
VANDERBURGH	\$62.8	\$68.0	-\$0.87	\$365	\$402	-\$6.83	92%	\$39,202	\$43,404	-\$1,818	127.2%
VERMILLION	\$7.7	\$8.0	-\$0.70	\$461	\$473	-\$41.44	108%	\$26,946	\$27,477	-\$2,335	80.5%
VIGO	\$44.0	\$53.9	-\$2.52	\$415	\$512	-\$22.50	117%	\$34,507	\$43,972	-\$3,760	128.9%
WABASH	\$11.1	\$14.9	-\$2.03	\$318	\$430	-\$58.34	98%	\$25,134	\$34,794	-\$5,576	102.0%
WARREN	\$4.3	\$4.0	\$0.41	\$509	\$484	\$46.17	110%	\$23,326	\$22,304	\$1,986	65.4%
WARRICK	\$16.0	\$17.2	\$0.31	\$305	\$332	\$1.94	76%	\$26,085	\$28,514	-\$342	83.6%
WASHINGTON	\$13.8	\$12.7	-\$0.03	\$507	\$463	-\$4.63	106%	\$42,274	\$40,447	-\$1,829	118.5%
WAYNE	\$31.2	\$34.3	-\$1.44	\$439	\$480	-\$18.63	110%	\$25,635	\$29,046	-\$1,972	85.1%
WELLS	\$10.1	\$10.4	-\$0.22	\$366	\$384	-\$11.19	88%	\$31,133	\$33,074	-\$1,666	96.9%
WHITE	\$13.7	\$14.5	\$1.83	\$542	\$571	\$70.48	130%	\$27,321	\$28,974	\$3,522	84.9%
WHITLEY	\$14.2	\$14.0	\$0.47	\$463	\$459	\$11.87	105%	\$30,727	\$30,631	\$525	89.8%
INDIANA	\$2,496			\$410	\$438	-\$7.91		\$34,123		-\$1,223	

Note: Total Economic Loss is the total socioeconomic cost estimated using the NHTSA crash model. 2000 population estimates obtained from the U.S. Census Bureau.

Legend: Wtd. Avg. = Weighted Average

county data

Table 89. Crashes by County with Rates per 1,000 Licensed Drivers, 2000

County	Total Crashes												Fatal Crashes				Injury Crashes			
	2000 Total	1996-2000 Wtd. Avg.	Yearly Rate of Change	2000 Capita	2000 per 1,000 Capita	1996-2000 Wtd. Avg. per 1,000 Capita	2000 LDVR	2000 per 1,000 LDVR	1996-2000 Wtd. Avg. per 1,000 LDVR	2000 MVMT	2000 per MVMT	1996-2000 Wtd. Avg. per MVMT	Fatal	per 1,000 LDVR	per 1,000 Capita	per Hundred MVMT	Personal Injury	per 1,000 LDVR	per 1,000 Capita	per Hundred MVMT
ADAMS	916	901	-1.81	33,625	27.2	26.8	20,738	44.2	43.4	287	3.19	3.14	3	0.14	0.09	1.04	157	7.57	4.67	54.67
ALLEN	13,596	13,346	-0.36	331,849	41.0	40.2	213,385	63.7	62.5	3,428	3.97	3.89	25	0.12	0.08	0.73	2,925	13.71	8.81	85.32
BARTHOLOMEW	2,301	2,342	-18.48	71,435	32.2	32.8	49,917	46.1	46.9	922	2.49	2.54	12	0.24	0.17	1.30	665	13.32	9.31	72.09
BENTON	179	197	-0.08	9,421	19.0	20.9	6,911	25.9	28.5	188	0.95	1.05	2	0.29	0.21	1.07	44	6.37	4.67	23.44
BLACKFORD	410	409	-3.68	14,048	29.2	29.1	9,950	41.2	41.2	164	2.49	2.49	6	0.60	0.43	3.65	87	8.74	6.19	52.93
BOONE	1,376	1,389	-10.94	46,107	29.8	30.1	32,091	42.9	43.3	915	1.50	1.52	7	0.22	0.15	0.77	277	8.63	6.01	30.28
BROWN	464	459	-18.14	14,957	31.0	30.7	11,487	40.4	40.0	150	3.09	3.05	6	0.52	0.40	3.99	130	11.32	8.69	86.50
CARROLL	640	622	-0.84	20,165	31.7	30.8	14,512	44.1	42.9	271	2.36	2.30	4	0.28	0.20	1.48	111	7.65	5.50	41.02
CASS	1,740	1,753	-19.98	40,930	42.5	42.8	26,615	65.4	65.9	454	3.83	3.86	5	0.19	0.12	1.10	372	13.98	9.09	81.98
CLARK	4,067	3,778	115.86	96,472	42.2	39.2	67,529	60.2	55.9	1,387	2.93	2.72	17	0.25	0.18	1.23	950	14.07	9.85	68.48
CLAY	974	935	-1.29	26,556	36.7	35.2	18,680	52.1	50.1	463	2.11	2.02	2	0.11	0.08	0.43	191	10.22	7.19	41.30
CLINTON	1,068	1,076	-1.47	33,866	31.5	31.8	22,175	48.2	48.5	509	2.10	2.12	6	0.27	0.18	1.18	227	10.24	6.70	44.64
CRAWFORD	381	326	25.49	10,743	35.5	30.3	7,640	49.9	42.6	221	1.72	1.47	1	0.13	0.09	0.45	88	11.52	8.19	39.75
DAVIESS	787	828	-16.70	29,820	26.4	27.8	18,129	43.4	45.6	341	2.31	2.43	9	0.50	0.30	2.64	181	9.98	6.07	53.08
DEARBORN	1,722	1,725	30.48	46,109	37.3	37.4	32,918	52.3	52.4	604	2.85	2.86	14	0.43	0.30	2.32	395	12.00	8.57	65.45
DECATUR	793	805	-4.21	24,555	32.3	32.8	17,642	44.9	45.6	474	1.67	1.70	4	0.23	0.16	0.84	169	9.58	6.88	35.66
DEKALB	1,514	1,436	4.72	40,285	37.6	35.6	27,700	54.7	51.8	560	2.70	2.56	9	0.32	0.22	1.61	280	10.11	6.95	50.00
DELAWARE	4,664	4,395	-11.86	118,769	39.3	37.0	74,190	62.9	59.2	1,568	2.97	2.80	8	0.11	0.07	0.51	1,090	14.69	9.18	69.52
DUBOIS	1,444	1,444	16.14	39,674	36.4	36.4	28,263	51.1	51.1	513	2.82	2.82	5	0.18	0.13	0.98	340	12.03	8.57	66.34
ELKHART	7,633	7,551	-5.29	182,791	41.8	41.3	110,522	69.1	68.3	1,985	3.85	3.80	24	0.22	0.13	1.21	1,715	15.52	9.38	86.41
FAYETTE	842	902	-36.38	25,588	32.9	35.2	17,501	48.1	51.5	241	3.49	3.74	1	0.06	0.04	0.41	155	8.86	6.06	64.29
FLOYD	2,620	2,588	24.85	70,823	37.0	36.5	48,515	54.0	53.3	837	3.13	3.09	6	0.12	0.08	0.72	676	13.93	9.54	80.81
FOUNTAIN	572	588	-11.08	17,954	31.9	32.7	13,179	43.4	44.6	269	2.13	2.18	5	0.38	0.28	1.86	113	8.57	6.29	42.00
FRANKLIN	657	675	2.86	22,151	29.7	30.5	15,169	43.3	44.5	287	2.29	2.35	5	0.33	0.23	1.74	130	8.57	5.87	45.31
FULTON	724	652	7.81	20,511	35.3	31.8	14,567	49.7	44.8	261	2.77	2.50	3	0.21	0.15	1.15	134	9.20	6.53	51.36
GIBSON	1,075	1,070	1.40	32,500	33.1	32.9	23,125	46.5	46.3	529	2.03	2.02	7	0.30	0.22	1.32	179	7.74	5.51	33.84
GRANT	2,731	2,683	-13.35	73,403	37.2	36.5	48,484	56.3	55.3	876	3.12	3.06	6	0.12	0.08	0.68	587	12.11	8.00	66.97
GREENE	1,023	944	10.90	33,157	30.9	28.5	22,839	44.8	41.3	431	2.38	2.19	9	0.39	0.27	2.09	229	10.03	6.91	53.19
HAMILTON	5,045	4,820	94.83	182,740	27.6	26.4	123,718	40.8	39.0	1,839	2.74	2.62	12	0.10	0.07	0.65	1,105	8.93	6.05	60.08
HANCOCK	1,459	1,487	-26.24	55,391	26.3	26.8	41,059	35.5	36.2	939	1.55	1.58	11	0.27	0.20	1.17	335	8.16	6.05	35.68
HARRISON	1,338	1,276	21.69	34,325	39.0	37.2	25,854	51.8	49.4	474	2.82	2.69	11	0.43	0.32	2.32	316	12.22	9.21	66.67
HENDRICKS	2,929	2,778	51.31	104,093	28.1	26.7	71,299	41.1	39.0	1,040	2.82	2.67	8	0.11	0.08	0.77	577	8.09	5.54	55.48
HENRY	1,499	1,458	-9.04	48,508	30.9	30.1	35,242	42.5	41.4	782	1.92	1.86	10	0.28	0.21	1.28	341	9.68	7.03	43.62
HOWARD	2,981	2,828	42.91	84,964	35.1	33.3	58,893	50.6	48.0	908	3.28	3.11	9	0.15	0.11	0.99	781	13.26	9.19	85.98
HUNTINGTON	1,239	1,247	-27.92	38,075	32.5	32.7	26,033	47.6	47.9	625	1.98	2.00	5	0.19	0.13	0.80	244	9.37	6.41	39.06
JACKSON	1,736	1,696	3.85	41,335	42.0	41.0	29,354	59.1	57.8	670	2.59	2.53	7	0.24	0.17	1.04	351	11.96	8.49	52.40
JASPER	1,048	1,051	3.28	30,043	34.9	35.0	21,386	49.0	49.2	649	1.61	1.62	8	0.37	0.27	1.23	244	11.41	8.12	37.59
JAY	702	697	-17.98	21,806	32.2	32.0	15,394	45.6	45.3	296	2.37	2.36	9	0.58	0.41	3.04	111	7.21	5.09	37.54
JEFFERSON	945	998	-28.39	31,705	29.8	31.5	21,066	44.9	47.4	305	3.10	3.27	5	0.24	0.16	1.64	186	8.83	5.87	60.94
JENNINGS	964	928	30.14	27,554	35.0	33.7	18,342	52.6	50.6	308	3.13	3.01	2	0.11	0.07	0.65	211	11.50	7.66	68.52
JOHNSON	3,102	2,994	-11.24	115,209	26.9	26.0	79,494	39.0	37.7	1,022	3.03	2.93	11	0.14	0.10	1.08	716	9.01	6.21	70.03
KNOX	1,131	1,274	-70.31	39,256	28.8	32.4	26,204	43.2	48.6	486	2.33	2.62	6	0.23	0.15	1.24	298	11.37	7.59	61.37
KOSCIUSKO	2,713	2,596	-7.31	74,057	36.6	35.1	49,756	54.5	52.2	790	3.44	3.29	15	0.30	0.20	1.90	518	10.41	6.99	65.59
LAGRANGE	1,011	1,067	-11.98	34,909	29.0	30.6	16,866	59.9	63.2	574	1.76	1.86	4	0.24	0.11	0.70	162	9.61	4.64	28.23
LAKE	19,838	19,839	-73.08	484,564	40.9	40.9	288,551	68.8	68.8	4,641	4.27	4.28	54	0.19	0.11	1.16	4,389	15.21	9.06	94.58

Table 89. Crashes by County with Rates per 1,000 Licensed Drivers, 2000 (cont.)

County	Total Crashes												Fatal Crashes				Injury Crashes			
	2000	1996-2000	Yearly Rate	2000	2000	1996-2000	2000	2000	1996-2000	2000	2000	1996-2000	Fatal	per	per	per	Personal	per	per	per
	Total	Wtd. Avg.	of Change	Capita	per 1,000	Wtd. Avg. per 1,000	LDVR	per 1,000	Wtd. Avg. per 1,000	LDVR	per 1,000	Wtd. Avg. per 1,000	Fatal	LDVR	1,000	Hundred	Injury	LDVR	1,000	Hundred
LAPORTE	4,208	4,261	-8.18	110,106	38.2	38.7	71,561	58.8	59.5	1,545	2.72	2.76	30	0.42	0.27	1.94	1,055	14.74	9.58	68.30
LAWRENCE	1,365	1,353	-42.65	45,922	29.7	29.5	32,233	42.3	42.0	503	2.71	2.69	4	0.12	0.09	0.79	336	10.42	7.32	66.77
MADISON	4,629	4,659	-89.92	133,358	34.7	34.9	88,815	52.1	52.5	1,442	3.21	3.23	15	0.17	0.11	1.04	963	10.84	7.22	66.77
MARION	35,246	34,655	294.09	860,454	41.0	40.3	510,095	69.1	67.9	9,743	3.62	3.56	71	0.14	0.08	0.73	7,941	15.57	9.23	81.51
MARSHALL	1,711	1,684	-1.35	45,128	37.9	37.3	30,095	56.9	55.9	625	2.74	2.69	8	0.27	0.18	1.28	321	10.67	7.11	51.34
MARTIN	332	334	-2.17	10,369	32.0	32.3	7,580	43.8	44.1	130	2.55	2.57	2	0.26	0.19	1.54	55	7.26	5.30	42.29
MIAMI	1,097	1,123	-0.89	36,082	30.4	31.1	24,427	44.9	46.0	397	2.76	2.83	8	0.33	0.22	2.01	221	9.05	6.12	55.64
MONROE	4,051	4,219	-127.30	120,563	33.6	35.0	69,044	58.7	61.1	957	4.23	4.41	6	0.09	0.05	0.63	926	13.41	7.68	96.77
MONTGOMERY	1,263	1,258	-10.48	37,629	33.6	33.4	25,705	49.1	48.9	569	2.22	2.21	5	0.19	0.13	0.88	278	10.82	7.39	48.84
MORGAN	1,665	1,690	0.27	66,689	25.0	25.3	46,127	36.1	36.6	798	2.09	2.12	14	0.30	0.21	1.75	366	7.93	5.49	45.84
NEWTON	428	413	11.14	14,566	29.4	28.3	10,402	41.1	39.7	249	1.72	1.65	7	0.67	0.48	2.81	88	8.46	6.04	35.29
NOBLE	1,597	1,638	-38.40	46,275	34.5	35.4	29,525	54.1	55.5	548	2.91	2.99	13	0.44	0.28	2.37	265	8.98	5.73	48.32
OHIO	244	242	7.72	5,623	43.4	43.0	4,250	57.4	56.8	61	4.02	3.98	0	0.00	0.00	0.00	46	10.82	8.18	75.71
ORANGE	591	616	-4.52	19,306	30.6	31.9	13,412	44.1	45.9	217	2.72	2.84	1	0.07	0.05	0.46	107	7.98	5.54	49.33
OWEN	605	621	-10.01	21,786	27.8	28.5	14,350	42.2	43.3	200	3.03	3.11	3	0.21	0.14	1.50	139	9.69	6.38	69.59
PARKE	572	567	13.48	17,241	33.2	32.9	11,193	51.1	50.7	240	2.38	2.36	2	0.18	0.12	0.83	116	10.36	6.73	48.33
PERRY	541	603	-27.95	18,899	28.6	31.9	13,430	40.3	44.9	255	2.13	2.37	3	0.22	0.16	1.18	99	7.37	5.24	38.89
PIKE	362	387	-8.24	12,837	28.2	30.2	9,316	38.9	41.6	208	1.74	1.86	4	0.43	0.31	1.92	70	7.51	5.45	33.58
PORTER	4,982	4,829	60.96	146,798	33.9	32.9	102,078	48.8	47.3	1,674	2.98	2.88	21	0.21	0.14	1.25	1,310	12.83	8.92	78.26
POSEY	518	532	-6.89	27,061	19.1	19.7	18,944	27.3	28.1	404	1.28	1.32	4	0.21	0.15	0.99	123	6.49	4.55	30.41
PULASKI	568	569	-5.77	13,755	41.3	41.3	9,647	58.9	58.9	196	2.89	2.90	4	0.41	0.29	2.04	78	8.09	5.67	39.74
PUTNAM	1,156	1,144	-18.51	36,019	32.1	31.8	22,976	50.3	49.8	630	1.84	1.82	5	0.22	0.14	0.79	238	10.36	6.61	37.80
RANDOLPH	635	650	-19.41	27,401	23.2	23.7	19,572	32.4	33.2	347	1.83	1.87	3	0.15	0.11	0.87	121	6.18	4.42	34.90
RIPLEY	888	879	4.73	26,523	33.5	33.1	19,706	45.1	44.6	376	2.36	2.34	5	0.25	0.19	1.33	174	8.83	6.56	46.25
RUSH	580	555	5.93	18,261	31.8	30.4	12,757	45.5	43.5	252	2.30	2.20	6	0.47	0.33	2.38	137	10.74	7.50	54.36
SAINT JOSEPH	9,988	9,907	-98.12	265,559	37.6	37.3	163,042	61.3	60.8	2,391	4.18	4.14	27	0.17	0.10	1.13	2,304	14.13	8.68	96.37
SCOTT	659	719	-27.36	22,960	28.7	31.3	15,928	41.4	45.1	336	1.96	2.14	6	0.38	0.26	1.79	179	11.24	7.80	53.27
SHELBY	1,424	1,414	7.61	43,445	32.8	32.5	29,832	47.7	47.4	656	2.17	2.16	7	0.23	0.16	1.07	354	11.87	8.15	53.97
SPENCER	660	669	5.88	20,391	32.4	32.8	14,743	44.8	45.4	372	1.77	1.80	1	0.07	0.05	0.27	124	8.41	6.08	33.32
STARKE	614	695	-39.58	23,556	26.1	29.5	16,218	37.9	42.8	254	2.42	2.74	5	0.31	0.21	1.97	140	8.63	5.94	55.15
STEUBEN	1,706	1,649	-16.42	33,214	51.4	49.6	22,814	74.8	72.3	702	2.43	2.35	3	0.13	0.09	0.43	245	10.74	7.38	34.90
SULLIVAN	465	472	-15.20	21,751	21.4	21.7	14,333	32.4	32.9	315	1.48	1.50	1	0.07	0.05	0.32	93	6.49	4.28	29.51
SWITZERLAND	347	333	-5.21	9,065	38.3	36.7	5,987	58.0	55.6	89	3.90	3.74	0	0.00	0.00	0.00	53	8.85	5.85	59.54
TIPPECANOE	6,796	6,732	111.95	148,955	45.6	45.2	86,175	78.9	78.1	1,507	4.51	4.47	28	0.32	0.19	1.86	1,189	13.80	7.98	78.88
TIPTON	413	390	-5.37	16,577	24.9	23.5	12,317	33.5	31.7	326	1.27	1.20	6	0.49	0.36	1.84	127	10.31	7.66	38.92
UNION	185	212	-14.61	7,349	25.2	28.8	5,390	34.3	39.3	87	2.13	2.44	2	0.37	0.27	2.30	33	6.12	4.49	38.03
VANDEBURGH	6,631	6,773	-45.03	171,922	38.6	39.4	113,487	58.4	59.7	1,601	4.14	4.23	7	0.06	0.04	0.44	1,511	13.31	8.79	94.36
VERMILLION	538	510	-14.42	16,788	32.0	30.4	12,219	44.0	41.7	287	1.87	1.78	3	0.25	0.18	1.04	127	10.39	7.56	44.21
VIGO	4,426	4,671	-166.69	105,848	41.8	44.1	65,645	67.4	71.2	1,274	3.47	3.67	9	0.14	0.09	0.71	976	14.87	9.22	76.61
WABASH	1,185	1,194	-9.25	34,960	33.9	34.2	24,620	48.1	48.5	442	2.68	2.70	3	0.12	0.09	0.68	222	9.02	6.35	50.24
WARREN	285	277	5.58	8,419	33.9	32.9	6,115	46.6	45.3	184	1.55	1.51	3	0.49	0.36	1.63	47	7.69	5.58	25.60
WARRICK	1,386	1,407	-19.86	52,383	26.5	26.9	38,499	36.0	36.5	613	2.26	2.29	8	0.21	0.15	1.30	233	6.05	4.45	37.99
WASHINGTON	951	920	14.49	27,223	34.9	33.8	18,431	51.6	49.9	326	2.92	2.82	4	0.22	0.15	1.23	213	11.56	7.82	65.30
WAYNE	2,731	2,743	-34.35	71,097	38.4	38.6	47,890	57.0	57.3	1,218	2.24	2.25	10	0.21	0.14	0.82	627	13.09	8.82	51.48
WELLS	871	821	10.34	27,600	31.6	29.7	19,784	44.0	41.5	325	2.68	2.53	5	0.25	0.18	1.54	149	7.53	5.40	45.91
WHITE	1,191	1,137	33.36	25,267	47.1	45.0	18,536	64.3	61.4	501	2.38	2.27	7	0.38	0.28	1.40	207	11.17	8.19	41.33
WHITLEY	1,004	1,012	-16.60	30,707	32.7	33.0	22,317	45.0	45.4	463	2.17	2.19	8	0.36	0.26	1.73	185	8.29	6.02	39.99
INDIANA	220,883	2,380		6,080,485	36.3		3,954,446	55.9		72,316	3.05		795	0.20	0.13	1.10	48,393	12.24	7.96	66.92

Source: Indiana Bureau of Motor Vehicles, Department of Transportation, US Census Bureau
 Legend: Wtd. Avg.=Weighted Average
 2000 licensed drivers estimated from 1999 counts.

county data

Table 90. Drivers in Crashes by County and Age Group, 2000

County	1996-2000 Wtd. Avg. Drivers Age 16-20 in Crashes per Capita	1996-2000 Wtd. Avg. Yearly Percent Change	2000 Drivers Age 16-20 in Crashes per Capita	Driver Age									Unknown	Total
	<21	21-24	25-34	35-44	45-54	55-64	65-74	75+						
ADAMS	12.86	-29.8%	12.01	320	139	230	233	186	105	86	61	71	1,431	
ALLEN	18.37	-31.6%	17.53	4,123	2,492	4,731	4,370	3,086	1,605	935	702	2,108	24,152	
BARTHOLOMEW	16.90	30.8%	17.44	734	381	802	736	544	338	200	117	171	4,023	
BENTON	10.18	-19.9%	9.33	60	21	35	48	32	20	18	12	6	252	
BLACKFORD	15.02	60.8%	16.22	140	65	105	110	59	45	21	24	22	591	
BOONE	15.42	-27.7%	14.37	396	208	389	445	270	154	96	72	197	2,227	
BROWN	15.02	-39.4%	16.22	144	50	102	116	107	57	35	18	22	651	
CARROLL	13.96	-10.9%	14.66	191	88	161	171	104	59	42	31	40	887	
CASS	18.82	-122.6%	17.62	531	287	466	430	335	206	112	105	164	2,636	
CLARK	17.12	41.0%	18.73	1,175	739	1,445	1,312	974	553	287	196	359	7,040	
CLAY	17.35	-78.3%	15.44	303	168	249	261	171	110	75	51	69	1,457	
CLINTON	14.87	-99.1%	12.93	310	148	302	282	192	116	60	62	140	1,612	
CRAWFORD	11.25	72.1%	12.80	90	54	97	89	86	34	21	9	16	496	
DAVIESS	14.76	-66.5%	13.14	292	109	215	195	136	88	64	53	49	1,201	
DEARBORN	17.19	-19.2%	16.84	541	217	446	507	401	234	119	63	117	2,645	
DECATUR	15.45	-43.6%	16.49	271	111	200	223	145	78	65	44	69	1,206	
DEKALB	14.21	-36.4%	15.36	421	197	422	407	263	160	86	80	267	2,303	
DELAWARE	10.39	21.9%	11.41	1,478	1072	1,445	1,250	1006	638	351	243	472	7,955	
DUBOIS	20.49	-28.7%	18.44	493	236	415	426	302	153	108	64	63	2,260	
ELKHART	17.55	-48.2%	16.42	2,160	1,336	2,753	2,441	1,781	1,025	541	391	884	13,312	
FAYETTE	16.81	-141.1%	15.82	269	122	273	220	168	113	84	49	56	1,354	
FLOYD	19.02	45.9%	19.28	931	452	831	794	595	330	166	142	256	4,497	
FOUNTAIN	13.32	-24.9%	12.52	151	76	129	128	108	69	47	27	68	803	
FRANKLIN	14.65	37.9%	14.62	222	103	147	164	115	66	32	22	25	896	
FULTON	15.73	-51.3%	15.06	205	100	191	195	123	81	47	46	36	1,024	
GIBSON	17.89	-45.3%	16.47	375	164	281	276	227	130	82	99	38	1,672	
GRANT	12.38	4.2%	12.98	850	423	780	765	554	379	271	183	291	4,496	
GREENE	13.95	-28.7%	13.69	292	150	274	272	190	121	57	59	52	1,467	
HAMILTON	15.96	15.0%	17.05	1,647	762	1,959	1,954	1,204	616	327	169	620	9,258	
HANCOCK	14.56	-21.6%	14.62	513	190	444	418	314	194	110	79	138	2,400	
HARRISON	19.25	35.7%	20.17	510	177	372	355	245	143	74	57	59	1,992	
HENDRICKS	14.10	-9.3%	14.36	970	427	954	952	678	357	192	154	312	4,996	
HENRY	14.36	-12.6%	14.92	444	225	457	382	287	181	137	102	159	2,374	
HOWARD	17.11	51.9%	18.73	1034	509	982	916	732	433	266	161	288	5,321	
HUNTINGTON	14.70	-101.0%	13.02	397	191	313	310	274	138	76	71	103	1,873	
JACKSON	18.62	-46.9%	18.46	512	267	556	489	351	227	112	83	135	2,732	
JASPER	13.52	-39.8%	12.65	319	152	274	302	193	134	62	42	62	1,540	
JAY	14.53	3.3%	15.79	221	82	190	156	127	74	43	48	48	989	
JEFFERSON	13.54	-72.5%	11.56	306	140	255	268	193	112	83	58	117	1,532	
JENNINGS	15.76	40.0%	17.34	310	134	320	260	166	114	68	47	40	1,459	
JOHNSON	13.33	-21.5%	14.27	1,145	488	980	1027	675	394	243	156	415	5,523	
KNOX	12.28	-13.5%	10.95	493	179	321	299	197	128	104	100	90	1,911	
KOSCIUSKO	18.20	-20.1%	18.65	967	447	791	753	528	315	200	131	121	4,253	
LAGRANGE	9.68	-29.9%	9.22	278	135	271	233	191	124	64	33	66	1,395	
LAKE	14.94	-8.7%	14.45	5,152	3,363	6,673	6,550	5,023	2,879	1,716	1,016	3,126	35,498	

Table 90. Drivers in Crashes by County and Age Group, 2000 (cont.)

County	1996-2000 Wtd. Avg.	1996-2000 Wtd.	2000 Drivers Age	Driver Age									Unknown	Total
	Drivers Age 16-20 in	Avg. Yearly	16-20 in Crashes											
	Crashes per Capita	Percent Change	per Capita	<21	21-24	25-34	35-44	45-54	55-64	65-74	75+			
LAPORTE	16.96	18.3%	16.75	1,222	581	1,185	1,179	921	533	312	241	577	6,751	
LAWRENCE	16.31	-8.5%	17.82	504	185	362	401	289	178	140	108	87	2,254	
MADISON	15.13	-20.6%	15.06	1,355	702	1,426	1,448	1026	620	463	362	509	7,911	
MARION	15.54	12.5%	14.95	8,661	6,569	14,435	12,525	8,213	4,124	2,325	1,527	8,225	66,604	
MARSHALL	16.73	-51.5%	15.95	532	262	463	436	360	195	84	91	85	2,508	
MARTIN	14.78	35.3%	15.69	110	38	100	80	64	39	23	18	20	492	
MIAMI	15.51	-96.4%	13.39	316	168	290	295	243	122	67	59	58	1,618	
MONROE	8.89	-8.0%	8.21	1,632	1,140	1,303	1,142	865	430	262	175	390	7,339	
MONTGOMERY	14.54	-9.9%	14.89	398	172	368	339	249	163	92	57	91	1,929	
MORGAN	13.04	-1.7%	13.45	605	237	508	478	351	213	129	78	142	2,741	
NEWTON	11.98	0.3%	11.44	124	58	114	110	88	40	28	18	18	598	
NOBLE	16.02	-69.1%	14.52	497	246	469	424	304	145	103	63	153	2,404	
OHIO	17.60	-16.9%	14.29	54	24	66	65	40	22	14	11	17	313	
ORANGE	14.11	37.7%	13.97	170	81	152	162	108	70	55	28	40	866	
OWEN	13.87	-69.8%	12.92	190	72	147	148	123	76	33	26	52	867	
PARKE	12.87	33.6%	12.64	137	65	140	146	92	70	36	29	37	752	
PERRY	15.81	-124.3%	13.33	188	66	169	127	103	65	47	44	37	846	
PIKE	15.19	-17.5%	14.60	120	50	85	96	75	37	22	12	13	510	
PORTER	13.98	-25.7%	13.41	1,567	827	1,544	1,500	1,171	610	310	221	523	8,273	
POSEY	10.10	-21.7%	9.07	165	64	123	134	77	50	33	27	80	753	
PULASKI	19.85	-17.1%	19.49	182	51	136	130	96	55	32	28	34	744	
PUTNAM	9.88	-60.6%	9.29	318	161	297	331	240	156	73	53	97	1,726	
RANDOLPH	10.85	-32.7%	11.36	198	80	148	143	110	78	55	40	27	879	
RIPLEY	14.64	-25.9%	14.94	260	122	232	238	168	106	46	57	91	1,320	
RUSH	14.30	61.1%	16.24	186	62	158	159	87	63	52	23	50	840	
SAINT JOSEPH	13.03	-24.4%	12.60	2,903	1,759	3,401	3,066	2,354	1,137	729	577	1,696	17,622	
SCOTT	15.36	-63.8%	14.42	223	120	200	174	133	89	59	37	93	1,128	
SHELBY	17.08	27.9%	17.26	504	204	378	366	273	147	114	75	127	2,188	
SPENCER	14.57	-9.6%	14.48	194	97	171	196	122	58	39	28	24	929	
STARKE	11.09	-85.7%	9.14	149	85	177	173	109	57	51	22	30	853	
STEUBEN	18.38	-107.5%	15.81	425	255	493	409	320	186	107	61	92	2,348	
SULLIVAN	9.66	-36.6%	9.12	136	49	107	111	82	47	46	27	92	697	
SWITZERLAND	13.08	-158.3%	13.11	80	54	65	88	55	37	22	10	45	456	
TIPPECANOE	11.31	-8.4%	10.92	2,427	1,937	2,409	1,937	1,380	692	377	290	528	11,977	
TIPTON	11.88	-44.4%	12.55	138	67	114	133	86	55	35	20	52	700	
UNION	12.03	-86.0%	10.18	51	25	45	46	25	23	15	3	10	243	
VANDEBURGH	18.47	-70.9%	16.67	2,326	1,285	2,113	2,161	1,525	832	641	499	811	12,193	
VERMILLION	12.31	-37.3%	13.52	148	70	137	132	90	62	41	36	50	766	
VIGO	15.12	-45.9%	14.38	1,485	855	1,282	1,240	921	544	354	291	631	7,603	
WABASH	14.01	-15.3%	13.78	404	181	321	316	203	154	95	82	81	1,837	
WARREN	12.92	-24.6%	14.03	70	24	58	75	56	26	18	14	12	353	
WARRICK	14.89	-59.6%	15.16	526	189	389	415	309	160	99	67	67	2,221	
WASHINGTON	15.45	18.7%	16.74	317	132	255	236	171	83	58	36	42	1,330	
WAYNE	16.30	28.7%	17.28	875	367	781	731	586	378	241	180	260	4,399	
WELLS	18.89	-64.2%	16.88	342	124	203	242	158	74	61	66	67	1,337	
WHITE	18.98	-16.4%	18.57	321	212	353	329	224	132	79	63	85	1,798	
WHITLEY	16.77	-55.5%	15.96	337	144	249	297	214	122	69	56	74	1,562	
INDIANA				66,758	37,894	72,149	67,599	48,497	26,985	16,171	11,468	28,449	375,970	

Note: Drivers of parked vehicles are excluded.

Legend: Wtd. Avg. = Weighted Average

county data

Table 91. Affidavits of Probable Cause and DWI Convictions by County, 2000

County	APC	% APC with Prior Officer APC	DWI Conv.	% Conv. with Prior Court APC	T1	T2	1996-2000 Days Arrest to APC Disp.	% of State Avg.	T3	T4	T5	1996-2000 Days Arrest to DWI Conv.	% of State Avg.	T6
ADAMS	151	18.5%	106	80.2%	35	18	14	75.8%	125	19	135	126	78.2%	70
ALLEN	1,992	0.0%	1,442	93.4%	36	9	12	61.1%	112	23	101	121	74.6%	24
BARTHOLOMEW	358	50.6%	151	79.5%	38	64	50	262.1%	194	15	1105	569	352.5%	18
BENTON	42	14.3%	29	75.9%	40	11	12	61.1%	129	15	76	79	48.9%	34
BLACKFORD	118	13.6%	78	92.3%	40	24	31	163.2%	134	13	117	150	93.0%	19
BOONE	304	23.0%	163	91.4%	24	5	5	28.4%	172	18	107	159	98.6%	20
BROWN	83	4.8%	36	80.6%	23	22	27	144.2%	211	16	140	238	147.5%	18
CARROLL	86	18.6%	70	84.3%	34	22	16	86.3%	76	32	80	109	67.3%	27
CASS	277	33.9%	184	78.8%	23	6	7	36.8%	114	21	78	94	57.9%	28
CLARK	376	28.5%	231	50.2%	27	74	49	255.8%	178	27	164	203	125.7%	31
CLAY	158	24.7%	108	86.1%	22	15	15	76.8%	127	17	85	121	75.1%	13
CLINTON	194	0.5%	147	83.7%	27	6	8	40.0%	110	14	69	117	72.3%	34
CRAWFORD	53	5.7%	38	73.7%	71	17	11	58.9%	148	14	88	118	72.9%	18
DAVIES	83	33.7%	45	71.1%	49	30	34	176.8%	160	16	100	235	145.2%	19
DEARBORN	356	5.9%	208	83.2%	32	23	10	50.5%	149	14	102	120	74.5%	26
DECATUR	220	56.4%	113	77.9%	31	41	40	211.6%	181	28	128	177	109.6%	19
DEKALB	296	47.3%	152	75.7%	31	38	30	155.8%	178	12	145	179	110.5%	17
DELAWARE	667	50.2%	245	83.3%	42	55	64	338.9%	200	18	199	329	203.6%	52
DUBOIS	267	17.6%	207	92.8%	34	6	7	34.7%	116	16	87	114	70.7%	22
ELKHART	1,210	17.8%	747	85.9%	34	7	9	46.3%	134	24	111	136	84.4%	37
FAYETTE	212	34.4%	96	77.1%	26	22	22	116.8%	232	16	135	165	102.0%	15
FLOYD	282	6.7%	113	61.9%	28	34	28	147.4%	174	14	240	242	149.5%	18
FOUNTAIN	96	36.5%	58	81.0%	31	27	18	95.8%	119	24	94	107	65.9%	16
FRANKLIN	146	19.9%	81	85.2%	39	16	22	113.7%	159	14	100	152	93.8%	33
FULTON	115	48.7%	60	86.7%	29	51	37	192.6%	163	16	153	188	116.1%	18
GIBSON	232	25.9%	193	82.9%	22	8	9	45.3%	80	23	56	72	44.6%	27
GRANT	579	10.7%	356	94.7%	34	4	5	26.3%	134	15	92	162	100.0%	20
GREENE	84	15.5%	49	85.7%	48	19	21	109.5%	111	24	85	149	92.1%	24
HAMILTON	809	30.9%	524	88.7%	31	17	23	118.9%	143	19	152	208	128.8%	16
HANCOCK	429	10.0%	296	85.8%	31	3	3	17.9%	145	25	101	139	86.1%	31
HARRISON	154	11.7%	81	70.4%	40	51	38	197.9%	189	25	157	188	116.4%	21
HENDRICKS	577	7.5%	433	85.0%	47	12	7	34.7%	109	13	94	127	78.6%	19
HENRY	352	9.4%	196	85.2%	37	10	8	42.1%	154	16	108	126	78.2%	73
HOWARD	303	4.6%	174	78.2%	30	12	10	50.5%	173	28	128	126	77.9%	22
HUNTINGTON	157	18.5%	144	68.8%	25	21	14	72.6%	73	24	52	52	31.9%	26
JACKSON	271	0.0%	242	61.2%	0	10	10	53.7%	103	18	45	73	45.2%	19
JASPER	201	18.9%	150	84.0%	27	5	5	24.2%	118	15	93	135	83.7%	56
JAY	113	46.9%	63	82.5%	24	21	23	118.9%	141	18	112	122	75.5%	23
JEFFERSON	246	12.2%	134	83.6%	30	5	6	29.5%	138	14	75	120	74.0%	19
JENNINGS	230	41.3%	138	85.5%	38	27	28	146.3%	125	24	105	136	84.4%	24
JOHNSON	679	26.4%	336	87.2%	30	25	27	140.0%	150	19	111	203	125.5%	30
KNOX	180	35.0%	97	84.5%	27	21	30	160.0%	124	14	111	170	105.0%	70
KOSCIUSKO	497	21.9%	267	91.0%	34	12	9	46.3%	153	22	109	156	96.6%	23
LAGRANGE	198	19.2%	100	78.0%	29	12	9	49.5%	176	18	86	178	110.1%	23
LAKE	3,026	3.3%	1,747	77.9%	19	18	22	117.9%	169	24	176	269	166.4%	33

Affidavits of Probable Cause and DWI Convictions by County

Table 91. Affidavits of Probable Cause and DWI Convictions by County, 2000 (cont.)

County	APC	% APC with Prior Officer APC	DWI Conv.	% Conv. with Prior Court APC	T1	T2	1996-2000 Days Arrest to APC Disp.	% of State Avg.	T3	T4	T5	1996-2000 Days Arrest to DWI Conv.	% of State Avg.	T6
LAPORTE	733	0.0%	470	0.0%	34	10	12	62.1%	132	21	84	141	87.3%	23
LAWRENCE	385	0.0%	266	0.0%	25	21	19	101.1%	138	35	87	123	76.0%	20
MADISON	1,293	0.0%	508	0.0%	45	15	11	55.8%	169	23	127	191	118.3%	34
MARION	3,217	0.0%	2,305	0.0%	46	30	20	105.3%	147	26	145	135	83.6%	22
MARSHALL	437	0.0%	236	0.0%	30	12	13	70.5%	152	15	103	173	107.0%	17
MIAMI	199	34.2%	133	88.0%	31	16	21	109.5%	121	16	110	127	78.3%	35
MONROE	729	10.8%	539	73.1%	34	11	13	66.3%	121	17	77	120	74.5%	21
MONTGOMERY	227	26.0%	149	75.2%	36	55	42	220.0%	113	14	103	151	93.7%	40
MORGAN	410	25.6%	209	86.6%	27	7	8	43.2%	177	25	141	167	103.6%	23
NEWTON	149	18.1%	87	92.0%	32	7	5	28.4%	124	19	100	117	72.4%	21
NOBLE	377	10.9%	229	85.2%	32	5	5	27.4%	155	13	94	116	71.7%	16
OHIO	93	39.8%	59	71.2%	22	4	6	29.5%	135	29	62	79	49.1%	34
ORANGE	144	15.3%	83	84.3%	39	7	9	48.4%	127	13	39	71	43.8%	14
OWEN	92	20.7%	69	82.6%	29	3	9	47.4%	117	21	74	108	66.9%	22
PARKE	44	6.8%	85	27.1%	35	17	20	103.2%	131	15	49	124	76.9%	41
PERRY	31	38.7%	43	27.9%	55	202	190	1002.1%	44	14	188	203	125.4%	17
PIKE	43	23.3%	31	90.3%	21	12	10	51.6%	79	11	66	76	47.2%	14
PORTER	781	63.3%	360	78.3%	33	42	38	201.1%	161	33	126	164	101.4%	27
POSEY	145	29.0%	119	63.9%	32	24	28	147.4%	90	24	62	91	56.0%	24
PULASKI	83	49.4%	35	85.7%	34	49	40	210.5%	198	19	150	184	113.6%	15
PUTNAM	264	6.1%	177	78.5%	39	10	10	50.5%	123	25	65	79	48.6%	28
RANDOLPH	151	11.9%	81	70.4%	64	12	18	92.6%	205	19	154	254	157.3%	16
RIPLEY	203	20.7%	103	87.4%	35	15	13	68.4%	186	20	116	142	87.6%	14
RUSH	124	29.0%	54	70.4%	25	10	12	65.3%	228	18	214	281	173.7%	18
SAINT JOSEPH	1,200	17.4%	752	68.1%	51	27	28	145.3%	149	27	221	149	92.4%	21
SCOTT	171	5.3%	126	83.3%	47	5	6	31.6%	143	12	99	135	83.7%	42
SHELBY	301	2.3%	182	83.0%	38	19	10	54.7%	143	22	116	163	100.9%	21
SPENCER	162	33.3%	109	82.6%	35	14	12	61.1%	105	27	50	78	48.1%	21
STARKE	200	22.0%	128	79.7%	32	11	15	81.1%	139	21	75	117	72.6%	27
STEUBEN	208	53.8%	104	65.4%	35	87	52	273.7%	152	22	161	265	163.9%	27
SULLIVAN	147	23.1%	95	80.0%	32	10	9	45.3%	139	18	99	104	64.2%	24
SWITZERLAND	66	18.2%	48	70.8%	35	8	7	36.8%	146	27	79	137	84.8%	21
TIPPECANOE	875	53.1%	516	87.8%	30	44	42	218.9%	113	21	108	206	127.6%	29
TIPTON	72	15.3%	34	91.2%	30	9	19	102.1%	158	14	113	139	86.2%	24
UNION	73	38.4%	59	71.2%	55	33	20	103.2%	101	21	126	153	94.7%	24
VANDERBURGH	867	7.7%	533	76.9%	53	7	6	29.5%	141	30	88	86	52.9%	51
VERMILLION	123	9.8%	73	89.0%	43	12	11	57.9%	123	19	94	119	73.7%	32
VIGO	776	8.0%	478	90.2%	27	10	6	33.7%	147	11	99	138	85.4%	14
WABASH	179	8.4%	108	79.6%	26	10	9	49.5%	119	14	79	148	91.3%	17
WARREN	39	2.6%	24	58.3%	30	11	8	42.1%	137	17	274	153	94.7%	18
WARRICK	273	55.7%	162	80.2%	32	39	35	184.2%	130	19	207	232	143.7%	27
WASHINGTON	166	8.4%	104	89.4%	34	6	8	40.0%	134	13	95	161	99.7%	19
WAYNE	423	24.3%	257	83.3%	28	34	25	133.7%	128	31	84	111	68.9%	41
WELLS	106	16.0%	70	80.0%	26	18	19	97.9%	110	14	75	135	83.4%	16
WHITE	165	2.4%	125	66.4%	42	15	14	71.6%	110	17	62	72	44.3%	22
WHITLEY	240	12.9%	164	88.4%	28	7	7	36.8%	98	12	64	73	45.2%	18
INDIANA	34,709	20.7%	21,356	80.0%	35	20	19		145	21	127	162		29
OTHER ¹	0	N/A	1,228	N/A	N/A	N/A			N/A	N/A	N/A			N/A

T1=Average days from arrest to officer APC receipt at the Bureau of Motor Vehicles
T2=Average days from arrest to court APC disposition
T3=Average days from court APC disposition to DWI disposition
T4=Average days from court APC disposition to Bureau receipt
T5=Average days from arrest to DWI disposition
T6=Average days from DWI disposition to Bureau receipt

¹ Other are those drivers, with an Indiana license, for which a DWI Conviction was reported to BMV by another state or Indiana U.S. Federal Court.

county data

Table 92. Affidavits of Probable Cause and DWI Convictions by County with Rates per 1,000 Licensed Drivers, 1996–2000

County	1996					1997					1998				
	LDVR	APC	DWI Conv	APC per 1,000 LDVR	DWI Conv per 1,000 LDVR	LDVR	APC	DWI Conv	APC per 1,000 LDVR	DWI Conv per 1,000 LDVR	LDVR	APC	DWI Conv	APC per 1,000 LDVR	DWI Conv per 1,000 LDVR
ADAMS	20,444	94	94	4.60	4.60	20,560	108	104	5.25	5.06	20,769	117	125	5.63	6.02
ALLEN	210,134	1,453	1,547	6.91	7.36	211,252	1,274	1,398	6.03	6.62	214,474	1,570	1,408	7.32	6.56
BARTHOLOMEW	49,092	346	327	7.05	6.66	49,308	406	299	8.23	6.06	49,849	393	378	7.88	7.58
BENTON	7,086	29	43	4.09	6.07	6,993	33	28	4.72	4.00	7,001	35	28	5.00	4.00
BLACKFORD	10,124	145	147	14.32	14.52	10,110	103	136	10.19	13.45	10,043	140	115	13.94	11.45
BOONE	30,797	266	239	8.64	7.76	31,058	240	218	7.73	7.02	31,581	282	262	8.93	8.30
BROWN	10,912	61	40	5.59	3.67	11,157	86	61	7.71	5.47	11,484	99	75	8.62	6.53
CARROLL	14,413	102	90	7.08	6.24	14,516	98	109	6.75	7.51	14,582	103	109	7.06	7.47
CASS	26,888	211	188	7.85	6.99	26,778	256	226	9.56	8.44	26,991	271	198	10.04	7.34
CLARK	64,417	606	598	9.41	9.28	65,354	761	660	11.64	10.10	67,015	633	642	9.45	9.58
CLAY	18,694	201	180	10.75	9.63	18,751	169	196	9.01	10.45	18,824	199	189	10.57	10.04
CLINTON	22,181	216	206	9.74	9.29	22,198	233	224	10.50	10.09	22,441	241	221	10.74	9.85
CRAWFORD	7,546	46	28	6.10	3.71	7,522	48	42	6.38	5.58	7,607	38	29	5.00	3.81
DAVIESS	17,761	127	144	7.15	8.11	17,884	100	111	5.59	6.21	18,143	138	105	7.61	5.79
DEARBORN	31,145	289	507	9.28	16.28	31,830	378	470	11.88	14.77	32,731	385	392	11.76	11.98
DECATUR	17,386	170	174	9.78	10.01	17,420	160	155	9.18	8.90	17,664	170	147	9.62	8.32
DEKALB	26,980	313	516	11.60	19.13	27,206	315	596	11.58	21.91	27,581	267	303	9.68	10.99
DELAWARE	75,054	605	663	8.06	8.83	74,695	521	739	6.98	9.89	75,101	599	519	7.98	6.91
DUBOIS	27,385	211	212	7.71	7.74	27,693	214	201	7.73	7.26	28,179	228	221	8.09	7.84
ELKHART	109,684	879	806	8.01	7.35	110,454	1,087	968	9.84	8.76	111,695	1,080	1,070	9.67	9.58
FAYETTE	18,030	175	167	9.71	9.26	17,941	213	184	11.87	10.26	17,821	176	191	9.88	10.72
FLOYD	48,353	355	231	7.34	4.78	48,277	234	203	4.85	4.20	49,026	216	143	4.41	2.92
FOUNTAIN	13,421	118	128	8.79	9.54	13,246	137	129	10.34	9.74	13,306	152	131	11.42	9.85
FRANKLIN	13,655	152	152	11.13	11.13	14,038	131	108	9.33	7.69	14,756	168	164	11.39	11.11
FULTON	14,122	156	119	11.05	8.43	14,268	135	107	9.46	7.50	14,522	150	144	10.33	9.92
GIBSON	22,865	209	198	9.14	8.66	22,837	203	206	8.89	9.02	23,101	273	246	11.82	10.65
GRANT	49,423	534	602	10.80	12.18	48,985	535	432	10.92	8.82	49,116	541	547	11.01	11.14
GREENE	22,594	132	151	5.84	6.68	22,723	92	133	4.05	5.85	22,920	124	111	5.41	4.84
HAMILTON	106,413	669	689	6.29	6.47	111,788	719	772	6.43	6.91	119,034	692	717	5.81	6.02
HANCOCK	38,190	384	374	10.05	9.79	39,033	349	384	8.94	9.84	40,226	424	370	10.54	9.20
HARRISON	24,297	175	131	7.20	5.39	24,800	248	143	10.00	5.77	25,514	155	142	6.08	5.57
HENDRICKS	63,258	488	443	7.71	7.00	65,692	583	537	8.87	8.17	68,599	510	606	7.43	8.83
HENRY	35,746	328	344	9.18	9.62	35,605	343	332	9.63	9.32	35,591	410	356	11.52	10.00
HOWARD	59,462	436	395	7.33	6.64	59,379	507	482	8.54	8.12	59,340	633	540	10.67	9.10
HUNTINGTON	26,112	192	196	7.35	7.51	26,152	202	199	7.72	7.61	26,051	163	176	6.26	6.76
JACKSON	28,724	312	289	10.86	10.06	28,901	214	252	7.40	8.72	29,293	238	256	8.12	8.74
JASPER	20,559	199	261	9.68	12.70	20,872	160	229	7.67	10.97	21,371	199	205	9.31	9.59
JAY	15,699	124	155	7.90	9.87	15,552	93	78	5.98	5.02	15,488	123	108	7.94	6.97
JEFFERSON	20,801	221	235	10.62	11.30	20,936	239	231	11.42	11.03	21,123	173	165	8.19	7.81
JENNINGS	17,336	205	169	11.83	9.75	17,728	165	210	9.31	11.85	18,226	216	179	11.85	9.82
JOHNSON	73,514	477	497	6.49	6.76	75,312	409	546	5.43	7.25	78,121	429	456	5.49	5.84
KNOX	26,722	220	140	8.23	5.24	26,618	218	93	8.19	3.49	26,535	222	96	8.37	3.62
KOSCIUSKO	48,398	455	448	9.40	9.26	49,009	371	450	7.57	9.18	49,805	416	423	8.35	8.49
LAGRANGE	16,291	217	220	13.32	13.50	16,539	152	195	9.19	11.79	16,944	139	137	8.20	8.09
LAKE	295,368	3,205	3,352	10.85	11.35	293,202	3,108	3,752	10.60	12.80	293,999	2,646	2,956	9.00	10.05

Affidavits of Probable Cause and DWI Convictions by County

Table 92. Affidavits of Probable Cause and DWI Convictions by County with Rates per 1,000 Licensed Drivers, 1996–2000 (cont.)

County	1999					2000				
	LDVR	APC	DWI Conv	APC per 1,000 LDVR	DWI Conv per 1,000 LDVR	LDVR	APC	DWI Conv	APC per 1,000 LDVR	DWI Conv per 1,000 LDVR
ADAMS	20,331	114	72	5.61	3.54	20,738	151	106	7.28	5.11
ALLEN	209,201	1,644	1,105	7.86	5.28	213,385	1,992	1,442	9.34	6.76
BARTHOLOMEW	48,938	385	155	7.87	3.17	49,917	358	151	7.17	3.03
BENTON	6,775	49	27	7.23	3.99	6,911	42	29	6.08	4.20
BLACKFORD	9,755	110	68	11.28	6.97	9,950	118	78	11.86	7.84
BOONE	31,462	290	151	9.22	4.80	32,091	304	163	9.47	5.08
BROWN	11,262	90	42	7.99	3.73	11,487	83	36	7.23	3.13
CARROLL	14,227	92	72	6.47	5.06	14,512	86	70	5.93	4.82
CASS	26,093	316	166	12.11	6.36	26,615	277	184	10.41	6.91
CLARK	66,205	435	258	6.57	3.90	67,529	376	231	5.57	3.42
CLAY	18,314	212	144	11.58	7.86	18,680	158	108	8.46	5.78
CLINTON	21,740	174	129	8.00	5.93	22,175	194	147	8.75	6.63
CRAWFORD	7,490	79	45	10.55	6.01	7,640	53	38	6.94	4.97
DAVISS	17,774	125	84	7.03	4.73	18,129	83	45	4.58	2.48
DEARBORN	32,273	459	293	14.22	9.08	32,918	356	208	10.81	6.32
DECATUR	17,296	171	87	9.89	5.03	17,642	220	113	12.47	6.41
DEKALB	27,157	287	174	10.57	6.41	27,700	296	152	10.69	5.49
DELAWARE	72,735	654	266	8.99	3.66	74,190	667	245	8.99	3.30
DUBOIS	27,709	201	159	7.25	5.74	28,263	267	207	9.45	7.32
ELKHART	108,355	1,254	832	11.57	7.68	110,522	1,210	747	10.95	6.76
FAYETTE	17,158	239	130	13.93	7.58	17,501	212	96	12.11	5.49
FLOYD	47,564	252	137	5.30	2.88	48,515	282	113	5.81	2.33
FOUNTAIN	12,921	125	67	9.67	5.19	13,179	96	58	7.28	4.40
FRANKLIN	14,872	158	89	10.62	5.98	15,169	146	81	9.62	5.34
FULTON	14,281	124	60	8.68	4.20	14,567	115	60	7.89	4.12
GIBSON	22,672	246	208	10.85	9.17	23,125	232	193	10.03	8.35
GRANT	47,533	550	213	11.57	4.48	48,484	579	356	11.94	7.34
GREENE	22,391	106	70	4.73	3.13	22,839	84	49	3.68	2.15
HAMILTON	121,292	822	491	6.78	4.05	123,718	809	524	6.54	4.24
HANCOCK	40,254	465	266	11.55	6.61	41,059	429	296	10.45	7.21
HARRISON	25,347	169	78	6.67	3.08	25,854	154	81	5.96	3.13
HENDRICKS	69,901	592	392	8.47	5.61	71,299	577	433	8.09	6.07
HENRY	34,551	393	185	11.37	5.35	35,242	352	196	9.99	5.56
HOWARD	57,738	537	235	9.30	4.07	58,893	303	174	5.14	2.95
HUNTINGTON	25,523	192	161	7.52	6.31	26,033	157	144	6.03	5.53
JACKSON	28,778	256	235	8.90	8.17	29,354	271	242	9.23	8.24
JASPER	20,967	223	170	10.64	8.11	21,386	201	150	9.40	7.01
JAY	15,092	104	75	6.89	4.97	15,394	113	63	7.34	4.09
JEFFERSON	20,653	192	97	9.30	4.70	21,066	246	134	11.68	6.36
JENNINGS	17,982	193	106	10.73	5.89	18,342	230	138	12.54	7.52
JOHNSON	77,935	663	354	8.51	4.54	79,494	679	336	8.54	4.23
KNOX	25,690	315	95	12.26	3.70	26,204	180	97	6.87	3.70
KOSCIUSKO	48,780	440	275	9.02	5.64	49,756	497	267	9.99	5.37
LAGRANGE	16,535	172	89	10.40	5.38	16,866	198	100	11.74	5.93
LAKE	282,893	3,132	1,876	11.07	6.63	288,551	3,026	1,747	10.49	6.05

county data

Table 92. Affidavits of Probable Cause and DWI Convictions by County with Rates per 1,000 Licensed Drivers, 1996–2000 (cont.)

County	1996					1997					1998				
	LDVR	APC	DWI Conv	APC per 1,000 LDVR	DWI Conv per 1,000 LDVR	LDVR	APC	DWI Conv	APC per 1,000 LDVR	DWI Conv per 1,000 LDVR	LDVR	APC	DWI Conv	APC per 1,000 LDVR	DWI Conv per 1,000 LDVR
LAPORTE	71,884	713	688	9.92	9.57	71,789	633	590	8.82	8.22	72,375	606	563	8.37	7.78
LAWRENCE	31,905	255	255	7.99	7.99	32,073	217	199	6.77	6.20	32,304	294	277	9.10	8.57
MADISON	90,253	1,016	958	11.26	10.61	89,718	1,120	1,061	12.48	11.83	89,939	1,298	1,043	14.43	11.60
MARION	520,097	4,270	4,538	8.21	8.73	519,189	3,871	3,888	7.46	7.49	523,261	3,672	3,361	7.02	6.42
MARSHALL	29,607	331	414	11.18	13.98	29,859	357	554	11.96	18.55	30,125	333	330	11.05	10.95
MARTIN	7,692	64	107	8.32	13.91	7,629	61	101	8.00	13.24	7,587	98	111	12.92	14.63
MIAMI	24,659	203	227	8.23	9.21	24,385	201	232	8.24	9.51	24,459	250	286	10.22	11.69
MONROE	67,940	584	965	8.60	14.20	68,577	443	847	6.46	12.35	69,822	444	507	6.36	7.26
MONTGOMERY	25,661	230	324	8.96	12.63	25,703	193	354	7.51	13.77	25,902	191	210	7.37	8.11
MORGAN	43,475	359	674	8.26	15.50	44,313	326	739	7.36	16.68	45,562	284	286	6.23	6.28
NEWTON	9,938	169	142	17.01	14.29	10,151	151	174	14.88	17.14	10,383	120	124	11.56	11.94
NOBLE	28,847	331	300	11.47	10.40	29,219	360	300	12.32	10.27	29,703	391	322	13.16	10.84
OHIO	4,011	42	29	10.47	7.23	4,066	95	68	23.36	16.72	4,145	134	114	32.33	27.50
ORANGE	13,163	125	99	9.50	7.52	13,261	137	117	10.33	8.82	13,398	155	169	11.57	12.61
OWEN	13,718	109	95	7.95	6.93	14,048	77	91	5.48	6.48	14,346	98	87	6.83	6.06
PARKE	10,950	61	60	5.57	5.48	10,977	59	44	5.37	4.01	11,148	52	45	4.66	4.04
PERRY	13,188	18	55	1.36	4.17	13,343	17	56	1.27	4.20	13,473	29	53	2.15	3.93
PIKE	9,023	104	132	11.53	14.63	9,072	93	140	10.25	15.43	9,272	111	109	11.97	11.76
PORTER	98,249	963	933	9.80	9.50	99,737	666	665	6.68	6.67	101,627	746	682	7.34	6.71
POSEY	18,707	175	181	9.35	9.68	18,826	170	182	9.03	9.67	19,011	110	130	5.79	6.84
PULASKI	9,559	92	75	9.62	7.85	9,616	67	66	6.97	6.86	9,651	69	59	7.15	6.11
PUTNAM	22,021	287	256	13.03	11.63	22,424	273	249	12.17	11.10	22,801	219	212	9.60	9.30
RANDOLPH	19,987	200	204	10.01	10.21	19,888	202	214	10.16	10.76	19,910	220	201	11.05	10.10
RIPLEY	19,962	189	156	9.47	7.81	19,946	175	148	8.77	7.42	19,808	212	155	10.70	7.83
RUSH	12,727	113	189	8.88	14.85	12,751	93	234	7.29	18.35	12,845	87	99	6.77	7.71
SAINT JOSEPH	164,202	1,339	1,467	8.15	8.93	164,750	859	1,178	5.21	7.15	165,952	784	1,082	4.72	6.52
SCOTT	15,570	158	152	10.15	9.76	15,626	173	148	11.07	9.47	15,935	210	205	13.18	12.86
SHELBY	29,171	331	243	11.35	8.33	29,378	343	333	11.68	11.34	29,793	263	263	8.83	8.83
SPENCER	14,410	125	119	8.67	8.26	14,383	110	89	7.65	6.19	14,608	143	117	9.79	8.01
STARKE	15,570	227	181	14.58	11.62	15,740	211	194	13.41	12.33	16,088	146	135	9.08	8.39
STEBEN	22,378	183	285	8.18	12.74	22,689	184	313	8.11	13.80	22,945	229	217	9.98	9.46
SULLIVAN	14,296	140	148	9.79	10.35	14,285	129	128	9.03	8.96	14,397	167	158	11.60	10.97
SWITZERLAND	5,515	38	57	6.89	10.33	5,662	55	91	9.71	16.07	5,872	64	76	10.90	12.94
TIPPECANOE	84,658	739	639	8.73	7.55	85,602	787	1,030	9.19	12.03	87,292	794	795	9.10	9.11
TIPTON	11,989	61	28	5.09	2.34	12,130	64	20	5.28	1.65	12,252	60	55	4.90	4.49
UNION	5,360	69	66	12.87	12.31	5,367	53	64	9.88	11.92	5,401	73	53	13.52	9.81
VANDEBURGH	112,851	1,187	1,144	10.52	10.14	112,473	830	725	7.38	6.45	113,843	718	703	6.31	6.18
VERMILLION	12,292	83	78	6.75	6.35	12,306	75	81	6.09	6.58	12,324	85	58	6.90	4.71
VIGO	67,497	704	591	10.43	8.76	66,945	672	731	10.04	10.92	66,888	580	564	8.67	8.43
WABASH	24,697	238	212	9.64	8.58	24,603	219	192	8.90	7.80	24,769	166	173	6.70	6.98
WARREN	5,545	75	58	13.52	10.46	5,755	61	68	10.60	11.82	5,976	55	48	9.20	8.03
WARRICK	36,625	299	289	8.16	7.89	37,210	233	228	6.26	6.13	38,006	219	226	5.76	5.95
WASHINGTON	17,250	172	203	9.97	11.77	17,668	189	169	10.70	9.57	18,145	210	184	11.57	10.14
WAYNE	48,788	423	430	8.67	8.81	48,580	382	406	7.86	8.36	48,684	461	421	9.47	8.65
WELLS	19,083	110	113	5.76	5.92	19,304	70	87	3.63	4.51	19,652	96	95	4.88	4.83
WHITE	18,282	182	198	9.96	10.83	18,426	229	241	12.43	13.08	18,572	188	176	10.12	9.48
WHITLEY	21,660	219	196	10.11	9.05	21,806	210	215	9.63	9.86	22,241	234	235	10.52	10.57
INDIANA	3,902,519	34,613	35,788	8.87	9.17	3,923,420	32,546	36,890	8.30	9.40	3,976,075	32,744	31,675	8.24	7.97

Legend: APC=Affidavit of Probable Cause; LDVR=Number of Licensed Drivers; DWI Conv=Number of Driving While Intoxicated Convictions Reported to BMV

Source: Indiana Bureau of Motor Vehicles

1996 and 2000 licensed driver numbers estimated. Actual 1996 and 2000 licensed driver numbers unavailable.

Affidavits of Probable Cause and DWI Convictions by County

Table 92. Affidavits of Probable Cause and DWI Convictions by County with Rates per 1,000 Licensed Drivers, 1996–2000 (cont.)

County	1999					2000				
	LDVR	APC	DWI Conv	APC per 1,000 LDVR	DWI Conv per 1,000 LDVR	LDVR	APC	DWI Conv	APC per 1,000 LDVR	DWI Conv per 1,000 LDVR
LAPORTE	70,158	709	489	10.11	6.97	71,561	733	470	10.24	6.57
LAWRENCE	31,601	354	230	11.20	7.28	32,233	385	266	11.94	8.25
MADISON	87,074	1,401	590	16.09	6.78	88,815	1,293	508	14.56	5.72
MARION	500,093	4,013	2,882	8.02	5.76	510,095	3,217	2,305	6.31	4.52
MARSHALL	29,505	399	259	13.52	8.78	30,095	437	236	14.52	7.84
MARTIN	7,431	81	56	10.90	7.54	7,580	64	47	8.44	6.20
MIAMI	23,948	254	162	10.61	6.76	24,427	199	133	8.15	5.44
MONROE	67,690	659	468	9.74	6.91	69,044	729	539	10.56	7.81
MONTGOMERY	25,201	215	159	8.53	6.31	25,705	227	149	8.83	5.80
MORGAN	45,223	407	234	9.00	5.17	46,127	410	209	8.89	4.53
NEWTON	10,198	123	79	12.06	7.75	10,402	149	87	14.32	8.36
NOBLE	28,946	389	225	13.44	7.77	29,525	377	229	12.77	7.76
OHIO	4,167	189	129	45.36	30.96	4,250	93	59	21.88	13.88
ORANGE	13,149	126	90	9.58	6.84	13,412	144	83	10.74	6.19
OWEN	14,069	114	72	8.10	5.12	14,350	92	69	6.41	4.81
PARKE	10,974	107	92	9.75	8.38	11,193	44	85	3.93	7.59
PERRY	13,167	30	64	2.28	4.86	13,430	31	43	2.31	3.20
PIKE	9,133	82	60	8.98	6.57	9,316	43	31	4.62	3.33
PORTER	100,076	805	438	8.04	4.38	102,078	781	360	7.65	3.53
POSEY	18,573	141	126	7.59	6.78	18,944	145	119	7.65	6.28
PULASKI	9,458	78	29	8.25	3.07	9,647	83	35	8.60	3.63
PUTNAM	22,525	234	140	10.39	6.22	22,976	264	177	11.49	7.70
RANDOLPH	19,188	210	133	10.94	6.93	19,572	151	81	7.72	4.14
RIPLEY	19,320	217	106	11.23	5.49	19,706	203	103	10.30	5.23
RUSH	12,507	95	43	7.60	3.44	12,757	124	54	9.72	4.23
SAINT JOSEPH	159,845	1,051	752	6.58	4.70	163,042	1,200	752	7.36	4.61
SCOTT	15,616	205	104	13.13	6.66	15,928	171	126	10.74	7.91
SHELBY	29,247	272	161	9.30	5.50	29,832	301	182	10.09	6.10
SPENCER	14,454	164	108	11.35	7.47	14,743	162	109	10.99	7.39
STARKE	15,900	202	114	12.70	7.17	16,218	200	128	12.33	7.89
STEBEN	22,367	328	203	14.66	9.08	22,814	208	104	9.12	4.56
SULLIVAN	14,052	200	127	14.23	9.04	14,333	147	95	10.26	6.63
SWITZERLAND	5,870	57	30	9.71	5.11	5,987	66	48	11.02	8.02
TIPPECANOE	84,485	788	540	9.33	6.39	86,175	875	516	10.15	5.99
TIPTON	12,075	80	34	6.63	2.82	12,317	72	34	5.85	2.76
UNION	5,284	73	50	13.82	9.46	5,390	73	59	13.54	10.95
VANDERBURGH	111,262	850	512	7.64	4.60	113,487	867	533	7.64	4.70
VERMILLION	11,979	111	82	9.27	6.85	12,219	123	73	10.07	5.97
VIGO	64,358	570	370	8.86	5.75	65,645	776	478	11.82	7.28
WABASH	24,137	207	121	8.58	5.01	24,620	179	108	7.27	4.39
WARREN	5,995	44	28	7.34	4.67	6,115	39	24	6.38	3.92
WARRICK	37,744	181	111	4.80	2.94	38,499	273	162	7.09	4.21
WASHINGTON	18,070	193	118	10.68	6.53	18,431	166	104	9.01	5.64
WAYNE	46,951	499	315	10.63	6.71	47,890	423	257	8.83	5.37
WELLS	19,396	75	59	3.87	3.04	19,784	106	70	5.36	3.54
WHITE	18,173	168	127	9.24	6.99	18,536	165	125	8.90	6.74
WHITLEY	21,879	258	187	11.79	8.55	22,317	240	164	10.75	7.35
INDIANA	3,876,908	35,809	22,091	9.24	5.70	3,954,446	34,709	21,356	8.78	5.40

Note: The totals for APCs and DWIs do not include Indiana licensed drivers who were charged and/or convicted in a state other than Indiana. For 2000, there were 0 out-of-state APCs but 1,228 out-of-state DWI charges against Indiana licensed drivers.

Table 93. Total and Alcohol-Related Crashes by County, 1996–2000

County	1996			1997			1998			1999			2000		
	Alcohol Crashes	Total Crashes	% of Crashes	Alcohol Crashes	Total Crashes	% of Crashes	Alcohol Crashes	Total Crashes	% of Crashes	Alcohol Crashes	Total Crashes	% of Crashes	Alcohol Crashes	Total Crashes	% of Crashes
ADAMS	30	928	3.2%	29	886	3.3%	28	890	3.1%	41	890	4.6%	28	916	3.1%
ALLEN	562	13,339	4.2%	606	13,598	4.5%	589	13,114	4.5%	590	13,085	4.5%	586	13,596	4.3%
BARTHOLOMEW	99	2,461	4.0%	107	2,258	4.7%	87	2,383	3.7%	88	2,374	3.7%	90	2,301	3.9%
BENTON	3	189	1.6%	8	191	4.2%	12	212	5.7%	13	212	6.1%	9	179	5.0%
BLACKFORD	14	450	3.1%	8	382	2.1%	21	402	5.2%	22	418	5.3%	24	410	5.9%
BOONE	57	1,419	4.0%	49	1,385	3.5%	49	1,452	3.4%	53	1,354	3.9%	54	1,376	3.9%
BROWN	28	481	5.8%	37	544	6.8%	32	487	6.6%	2	384	0.5%	36	464	7.8%
CARROLL	24	649	3.7%	42	590	7.1%	40	636	6.3%	34	598	5.7%	34	640	5.3%
CASS	60	1,807	3.3%	66	1,798	3.7%	80	1,773	4.5%	78	1,717	4.5%	81	1,740	4.7%
CLARK	191	3,616	5.3%	138	3,498	3.9%	128	3,434	3.7%	155	3,856	4.0%	159	4,067	3.9%
CLAY	36	979	3.7%	26	876	3.0%	37	981	3.8%	39	872	4.5%	28	974	2.9%
CLINTON	52	1,061	4.9%	59	1,129	5.2%	46	1,028	4.5%	43	1,098	3.9%	51	1,068	4.8%
CRAWFORD	8	270	3.0%	5	297	1.7%	6	230	2.6%	22	357	6.2%	21	381	5.5%
DAVIES	64	858	7.5%	39	872	4.5%	54	844	6.4%	48	836	5.7%	32	787	4.1%
DEARBORN	91	1,590	5.7%	124	1,715	7.2%	110	1,721	6.4%	88	1,769	5.0%	87	1,722	5.1%
DECATUR	35	820	4.3%	38	811	4.7%	53	795	6.7%	34	820	4.1%	36	793	4.5%
DEKALB	56	1,480	3.8%	43	1,394	3.1%	44	1,392	3.2%	42	1,380	3.0%	42	1,514	2.8%
DELAWARE	189	4,661	4.1%	193	4,301	4.5%	181	4,215	4.3%	174	4,173	4.2%	202	4,664	4.3%
DUBOIS	75	1,382	5.4%	79	1,452	5.4%	71	1,384	5.1%	72	1,500	4.8%	73	1,444	5.1%
ELKHART	321	7,521	4.3%	310	7,832	4.0%	278	7,243	3.8%	258	7,547	3.4%	249	7,633	3.3%
FAYETTE	60	998	6.0%	46	985	4.7%	35	912	3.8%	43	903	4.8%	33	842	3.9%
FLOYD	145	2,572	5.6%	117	2,510	4.7%	127	2,466	5.2%	132	2,682	4.9%	124	2,620	4.7%
FOUNTAIN	29	648	4.5%	43	563	7.6%	43	605	7.1%	24	591	4.1%	31	572	5.4%
FRANKLIN	41	646	6.3%	41	676	6.1%	54	702	7.7%	56	684	8.2%	38	657	5.8%
FULTON	38	681	5.6%	33	588	5.6%	38	646	5.9%	27	592	4.6%	30	724	4.1%
GIBSON	48	1,072	4.5%	41	1,068	3.8%	63	1,051	6.0%	42	1,077	3.9%	41	1,075	3.8%
GRANT	113	2,864	3.9%	107	2,621	4.1%	97	2,516	3.9%	102	2,733	3.7%	112	2,731	4.1%
GREENE	44	965	4.6%	37	898	4.1%	34	887	3.8%	42	905	4.6%	34	1,023	3.3%
HAMILTON	119	4,700	2.5%	110	4,523	2.4%	110	4,638	2.4%	139	4,854	2.9%	136	5,045	2.7%
HANCOCK	60	1,536	3.9%	48	1,639	2.9%	61	1,393	4.4%	51	1,505	3.4%	49	1,459	3.4%
HARRISON	47	1,217	3.9%	48	1,255	3.8%	61	1,247	4.9%	57	1,247	4.6%	59	1,338	4.4%
HENDRICKS	92	2,695	3.4%	91	2,647	3.4%	100	2,698	3.7%	126	2,735	4.6%	108	2,929	3.7%
HENRY	68	1,554	4.4%	54	1,398	3.9%	80	1,466	5.5%	59	1,406	4.2%	48	1,499	3.2%
HOWARD	126	2,824	4.5%	129	2,737	4.7%	113	2,548	4.4%	125	2,893	4.3%	103	2,981	3.5%
HUNTINGTON	45	1,323	3.4%	47	1,377	3.4%	30	1,161	2.6%	27	1,237	2.2%	47	1,239	3.8%
JACKSON	62	1,755	3.5%	75	1,610	4.7%	75	1,679	4.5%	67	1,686	4.0%	75	1,736	4.3%
JASPER	45	1,020	4.4%	44	1,073	4.1%	55	1,054	5.2%	37	1,051	3.5%	32	1,048	3.1%
JAY	19	753	2.5%	30	750	4.0%	34	690	4.9%	23	656	3.5%	17	702	2.4%
JEFFERSON	61	1,024	6.0%	53	1,096	4.8%	68	1,073	6.3%	24	951	2.5%	23	945	2.4%
JENNINGS	48	886	5.4%	31	850	3.6%	16	808	2.0%	47	1,022	4.6%	44	964	4.6%
JOHNSON	139	3,186	4.4%	123	2,853	4.3%	116	2,979	3.9%	121	2,891	4.2%	118	3,102	3.8%
KNOX	72	1,423	5.1%	55	1,437	3.8%	80	1,356	5.9%	67	1,271	5.3%	64	1,131	5.7%
KOSCIUSKO	153	2,757	5.5%	124	2,507	4.9%	142	2,519	5.6%	108	2,512	4.3%	113	2,713	4.2%
LAGRANGE	45	1,086	4.1%	44	1,115	3.9%	41	1,022	4.0%	47	1,141	4.1%	49	1,011	4.8%
LAKE	935	19,612	4.8%	982	20,748	4.7%	909	19,772	4.6%	835	19,494	4.3%	851	19,838	4.3%

Table 93. Total and Alcohol-Related Crashes by County, 1996–2000 (cont.)

County	1996			1997			1998			1999			2000		
	Alcohol Crashes	Total Crashes	% of Crashes	Alcohol Crashes	Total Crashes	% of Crashes	Alcohol Crashes	Total Crashes	% of Crashes	Alcohol Crashes	Total Crashes	% of Crashes	Alcohol Crashes	Total Crashes	% of Crashes
LAPORTE	253	4,106	6.2%	281	4,549	6.2%	239	4,234	5.6%	211	4,243	5.0%	220	4,208	5.2%
LAWRENCE	79	1,499	5.3%	88	1,497	5.9%	77	1,271	6.1%	68	1,292	5.3%	57	1,365	4.2%
MADISON	239	5,096	4.7%	192	4,641	4.1%	231	4,683	4.9%	185	4,580	4.0%	199	4,629	4.3%
MARION	1,279	33,523	3.8%	1,262	34,609	3.6%	1,238	34,556	3.6%	1,249	34,297	3.6%	1,276	35,246	3.6%
MARSHALL	75	1,745	4.3%	79	1,631	4.8%	57	1,655	3.4%	86	1,682	5.1%	65	1,711	3.8%
MARTIN	25	337	7.4%	14	336	4.2%	22	352	6.3%	13	323	4.0%	9	332	2.7%
MIAMI	51	1,128	4.5%	52	1,117	4.7%	41	1,106	3.7%	48	1,171	4.1%	40	1,097	3.6%
MONROE	125	4,566	2.7%	140	4,481	3.1%	155	4,322	3.6%	141	4,133	3.4%	132	4,051	3.3%
MONTGOMERY	48	1,321	3.6%	58	1,265	4.6%	58	1,214	4.8%	52	1,266	4.1%	52	1,263	4.1%
MORGAN	82	1,675	4.9%	81	1,665	4.9%	73	1,756	4.2%	83	1,688	4.9%	64	1,665	3.8%
NEWTON	30	376	8.0%	23	415	5.5%	19	376	5.1%	22	429	5.1%	27	428	6.3%
NOBLE	90	1,713	5.3%	68	1,780	3.8%	77	1,642	4.7%	65	1,596	4.1%	68	1,597	4.3%
OHIO	15	217	6.9%	19	229	8.3%	18	235	7.7%	16	256	6.3%	13	244	5.3%
ORANGE	18	622	2.9%	17	622	2.7%	16	622	2.6%	34	637	5.3%	27	591	4.6%
OWEN	31	640	4.8%	27	643	4.2%	25	648	3.9%	28	606	4.6%	35	605	5.8%
PARKE	32	573	5.6%	28	470	6.0%	35	566	6.2%	30	610	4.9%	25	572	4.4%
PERRY	35	684	5.1%	20	603	3.3%	33	695	4.7%	20	590	3.4%	27	541	5.0%
PIKE	24	408	5.9%	19	397	4.8%	20	396	5.1%	15	402	3.7%	18	362	5.0%
PORTER	221	4,624	4.8%	192	4,848	4.0%	202	4,690	4.3%	229	4,784	4.8%	215	4,982	4.3%
POSEY	26	578	4.5%	32	523	6.1%	40	499	8.0%	30	567	5.3%	19	518	3.7%
PULASKI	22	603	3.6%	22	538	4.1%	21	611	3.4%	23	544	4.2%	19	568	3.3%
PUTNAM	41	1,183	3.5%	47	1,230	3.8%	39	1,133	3.4%	56	1,084	5.2%	38	1,156	3.3%
RANDOLPH	32	740	4.3%	30	647	4.6%	36	659	5.5%	23	640	3.6%	27	635	4.3%
RIPLEY	44	872	5.0%	44	878	5.0%	29	843	3.4%	46	897	5.1%	38	888	4.3%
RUSH	19	529	3.6%	28	554	5.1%	24	574	4.2%	16	517	3.1%	31	580	5.3%
SAINT JOSEPH	593	10,330	5.7%	538	10,075	5.3%	507	9,801	5.2%	427	9,695	4.4%	448	9,988	4.5%
SCOTT	43	829	5.2%	34	741	4.6%	25	680	3.7%	26	783	3.3%	20	659	3.0%
SHELBY	79	1,381	5.7%	81	1,409	5.7%	53	1,424	3.7%	69	1,404	4.9%	80	1,424	5.6%
SPENCER	52	641	8.1%	41	678	6.0%	48	640	7.5%	45	703	6.4%	31	660	4.7%
STARKE	55	824	6.7%	41	748	5.5%	53	692	7.7%	56	739	7.6%	51	614	8.3%
STEUBEN	54	1,761	3.1%	61	1,665	3.7%	67	1,576	4.3%	70	1,595	4.4%	44	1,706	2.6%
SULLIVAN	10	527	1.9%	5	495	1.0%	2	478	0.4%	5	452	1.1%	5	465	1.1%
SWITZERLAND	14	367	3.8%	24	337	7.1%	9	314	2.9%	7	319	2.2%	8	347	2.3%
TIPPECANOE	279	6,492	4.3%	255	6,319	4.0%	297	6,759	4.4%	252	6,898	3.7%	217	6,796	3.2%
TIPTON	12	423	2.8%	8	392	2.0%	16	386	4.1%	10	355	2.8%	21	413	5.1%
UNION	4	248	1.6%	13	240	5.4%	13	229	5.7%	13	209	6.2%	14	185	7.6%
VANDERBURGH	305	6,832	4.5%	347	6,812	5.1%	336	7,015	4.8%	305	6,735	4.5%	309	6,631	4.7%
VERMILLION	32	601	5.3%	35	535	6.5%	33	438	7.5%	22	494	4.5%	27	538	5.0%
VIGO	232	5,260	4.4%	206	4,777	4.3%	232	4,876	4.8%	204	4,623	4.4%	173	4,426	3.9%
WABASH	52	1,287	4.0%	56	1,142	4.9%	52	1,151	4.5%	57	1,240	4.6%	41	1,185	3.5%
WARREN	10	282	3.5%	11	230	4.8%	14	290	4.8%	14	280	5.0%	14	285	4.9%
WARRICK	65	1,481	4.4%	67	1,406	4.8%	75	1,453	5.2%	88	1,381	6.4%	69	1,386	5.0%
WASHINGTON	55	878	6.3%	53	905	5.9%	54	902	6.0%	54	914	5.9%	50	951	5.3%
WAYNE	130	2,932	4.4%	134	2,735	4.9%	130	2,683	4.8%	109	2,758	4.0%	118	2,731	4.3%
WELLS	32	826	3.9%	23	799	2.9%	21	747	2.8%	23	823	2.8%	19	871	2.2%
WHITE	38	1,078	3.5%	39	1,029	3.8%	60	1,113	5.4%	70	1,158	6.0%	66	1,191	5.5%
WHITLEY	46	1,069	4.3%	50	1,039	4.8%	58	1,021	5.7%	33	989	3.3%	34	1,004	3.4%
INDIANA	9,777	221,465	4.4%	9,544	220,009	4.3%	9,508	216,510	4.4%	9,072	217,340	4.2%	8,901	220,883	4.0%

county data

Table 94. Alcohol-Related Crashes by County with Rates per 1,000 Licensed Drivers, 2000

County	Fatal Crashes	Fatal Crash Rate per 1,000 LDVR	Personal Injury Crashes	Injury Crash Rate per 1,000 LDVR	Property Damage Crashes	Property Damage Crash Rate per 1,000 LDVR	Total Crashes	Total Crash Rate per 1,000 LDVR
ADAMS	0	0.000	7	0.34	21	1.01	28	1.35
ALLEN	9	0.042	244	1.14	333	1.56	586	2.75
BARTHOLOMEW	2	0.040	45	0.90	43	0.86	90	1.80
BENTON	1	0.145	4	0.58	4	0.58	9	1.30
BLACKFORD	1	0.101	10	1.01	13	1.31	24	2.41
BOONE	0	0.000	26	0.81	28	0.87	54	1.68
BROWN	2	0.174	19	1.65	15	1.31	36	3.13
CARROLL	3	0.207	13	0.90	18	1.24	34	2.34
CASS	1	0.038	33	1.24	47	1.77	81	3.04
CLARK	3	0.044	70	1.04	86	1.27	159	2.35
CLAY	0	0.000	11	0.59	17	0.91	28	1.50
CLINTON	0	0.000	18	0.81	33	1.49	51	2.30
CRAWFORD	0	0.000	12	1.57	9	1.18	21	2.75
DAVIESS	1	0.055	17	0.94	14	0.77	32	1.77
DEARBORN	1	0.030	49	1.49	37	1.12	87	2.64
DECATUR	0	0.000	17	0.96	19	1.08	36	2.04
DEKALB	1	0.036	19	0.69	22	0.79	42	1.52
DELAWARE	2	0.027	89	1.20	111	1.50	202	2.72
DUBOIS	1	0.035	42	1.49	30	1.06	73	2.58
ELKHART	5	0.045	123	1.11	121	1.09	249	2.25
FAYETTE	1	0.057	13	0.74	19	1.09	33	1.89
FLOYD	1	0.021	59	1.22	64	1.32	124	2.56
FOUNTAIN	0	0.000	15	1.14	16	1.21	31	2.35
FRANKLIN	0	0.000	16	1.05	22	1.45	38	2.51
FULTON	1	0.069	13	0.89	16	1.10	30	2.06
GIBSON	1	0.043	15	0.65	25	1.08	41	1.77
GRANT	1	0.021	49	1.01	62	1.28	112	2.31
GREENE	1	0.044	19	0.83	14	0.61	34	1.49
HAMILTON	0	0.000	53	0.43	83	0.67	136	1.10
HANCOCK	3	0.073	19	0.46	27	0.66	49	1.19
HARRISON	1	0.039	33	1.28	25	0.97	59	2.28
HENDRICKS	1	0.014	43	0.60	64	0.90	108	1.51
HENRY	3	0.085	23	0.65	22	0.62	48	1.36
HOWARD	3	0.051	40	0.68	60	1.02	103	1.75
HUNTINGTON	2	0.077	17	0.65	28	1.08	47	1.81
JACKSON	0	0.000	29	0.99	46	1.57	75	2.56
JASPER	1	0.047	21	0.98	10	0.47	32	1.50
JAY	2	0.130	2	0.13	13	0.84	17	1.10
JEFFERSON	1	0.047	8	0.38	14	0.66	23	1.09
JENNINGS	1	0.055	17	0.93	26	1.42	44	2.40
JOHNSON	2	0.025	55	0.69	61	0.77	118	1.48
KNOX	2	0.076	24	0.92	38	1.45	64	2.44
KOSCIUSKO	1	0.020	52	1.05	60	1.21	113	2.27
LAGRANGE	2	0.119	17	1.01	30	1.78	49	2.91
LAKE	12	0.042	368	1.28	471	1.63	851	2.95

Table 94. Alcohol-Related Crashes by County with Rates per 1,000 Licensed Drivers, 2000 (cont.)

County	Fatal Crashes	Fatal Crash Rate per 1,000 LDVR	Personal Injury Crashes	Injury Crash Rate per 1,000 LDVR	Property Damage Crashes	Property Damage Crash Rate per 1,000 LDVR	Total Crashes	Total Crash Rate per 1,000 LDVR
LAPORTE	6	0.084	105	1.47	109	1.52	220	3.07
LAWRENCE	1	0.031	29	0.90	27	0.84	57	1.77
MADISON	3	0.034	71	0.80	125	1.41	199	2.24
MARION	20	0.039	534	1.05	722	1.42	1,276	2.50
MARSHALL	3	0.100	29	0.96	33	1.10	65	2.16
MARTIN	0	0.000	2	0.26	7	0.92	9	1.19
MIAMI	3	0.123	9	0.37	28	1.15	40	1.64
MONROE	2	0.029	59	0.85	71	1.03	132	1.91
MONTGOMERY	2	0.078	22	0.86	28	1.09	52	2.02
MORGAN	2	0.043	25	0.54	37	0.80	64	1.39
NEWTON	0	0.000	14	1.35	13	1.25	27	2.60
NOBLE	1	0.034	34	1.15	33	1.12	68	2.30
OHIO	0	0.000	7	1.65	6	1.41	13	3.06
ORANGE	1	0.075	7	0.52	19	1.42	27	2.01
OWEN	0	0.000	14	0.98	21	1.46	35	2.44
PARKE	0	0.000	12	1.07	13	1.16	25	2.23
PERRY	2	0.149	8	0.60	17	1.27	27	2.01
PIKE	0	0.000	10	1.07	8	0.86	18	1.93
PORTER	4	0.039	108	1.06	103	1.01	215	2.11
POSEY	1	0.053	8	0.42	10	0.53	19	1.00
PULASKI	0	0.000	12	1.24	7	0.73	19	1.97
PUTNAM	0	0.000	16	0.70	22	0.96	38	1.65
RANDOLPH	0	0.000	12	0.61	15	0.77	27	1.38
RIPLEY	0	0.000	18	0.91	20	1.01	38	1.93
RUSH	0	0.000	16	1.25	15	1.18	31	2.43
SAINT JOSEPH	9	0.055	177	1.09	262	1.61	448	2.75
SCOTT	0	0.000	11	0.69	9	0.57	20	1.26
SHELBY	3	0.101	34	1.14	43	1.44	80	2.68
SPENCER	0	0.000	10	0.68	21	1.42	31	2.10
STARKE	3	0.185	26	1.60	22	1.36	51	3.14
STEBEN	1	0.044	15	0.66	28	1.23	44	1.93
SULLIVAN	0	0.000	3	0.21	2	0.14	5	0.35
SWITZERLAND	0	0.000	4	0.67	4	0.67	8	1.34
TIPPECANOE	4	0.046	79	0.92	134	1.55	217	2.52
TIPTON	1	0.081	12	0.97	8	0.65	21	1.71
UNION	1	0.186	5	0.93	8	1.48	14	2.60
VANDEBURGH	1	0.009	137	1.21	171	1.51	309	2.72
VERMILLION	1	0.082	15	1.23	11	0.90	27	2.21
VIGO	5	0.076	65	0.99	103	1.57	173	2.64
WABASH	0	0.000	13	0.53	28	1.14	41	1.67
WARREN	0	0.000	8	1.31	6	0.98	14	2.29
WARRICK	1	0.026	17	0.44	51	1.32	69	1.79
WASHINGTON	2	0.109	23	1.25	25	1.36	50	2.71
WAYNE	3	0.063	40	0.84	75	1.57	118	2.46
WELLS	1	0.051	12	0.61	6	0.30	19	0.96
WHITE	4	0.216	27	1.46	35	1.89	66	3.56
WHITLEY	0	0.000	9	0.40	25	1.12	34	1.52
INDIANA	167	0.042	3,811	0.96	4,923	1.24	8,901	2.25

2000 licensed drivers estimated from 1999 counts.

Legend: LDVR=Licensed Drivers

county data

Table 95. Crashes Involving Deer by County, Severity and Locale with Fatalities and Injuries, 2000

County	Rural Crashes						Urban Crashes						Totals					
	Fatal Crashes	Personal Injury	Property Damage	Total Crashes	Total Fatalities	Total Injuries	Fatal Crashes	Personal Injury	Property Damage	Total Crashes	Total Fatalities	Total Injuries	Fatal Crashes	Personal Injury	Property Damage	Total Crashes	Total Fatalities	Total Injuries
ADAMS	0	0	85	85	0	0	0	0	4	4	0	0	0	0	89	89	0	0
ALLEN	0	13	290	303	0	14	0	5	29	34	0	6	0	18	319	337	0	20
BARTHOLOMEW	0	4	98	102	0	4	0	1	14	15	0	1	0	5	112	117	0	5
BENTON	0	0	14	14	0	0	0	0	0	0	0	0	0	0	14	14	0	0
BLACKFORD	0	2	59	61	0	2	0	0	2	2	0	0	0	2	61	63	0	2
BOONE	0	4	65	69	0	4	0	0	5	5	0	0	0	4	70	74	0	4
BROWN	0	2	8	10	0	2	0	0	0	0	0	0	0	2	8	10	0	2
CARROLL	0	1	74	75	0	2	0	0	7	7	0	0	0	1	81	82	0	2
CASS	0	7	200	207	0	8	0	0	10	10	0	0	0	7	210	217	0	8
CLARK	0	10	181	191	0	12	0	0	19	19	0	0	0	10	200	210	0	12
CLAY	0	2	116	118	0	2	0	0	3	3	0	0	0	2	119	121	0	2
CLINTON	0	0	52	52	0	0	0	0	1	1	0	0	0	0	53	53	0	0
CRAWFORD	0	1	79	80	0	1	0	0	4	4	0	0	0	1	83	84	0	1
DAVIESS	0	4	102	106	0	5	0	0	1	1	0	0	0	4	103	107	0	5
DEARBORN	0	2	169	171	0	2	0	0	29	29	0	0	0	2	198	200	0	2
DECATUR	0	2	62	64	0	2	0	0	1	1	0	0	0	2	63	65	0	2
DEKALB	0	6	143	149	0	6	0	0	2	2	0	0	0	6	145	151	0	6
DELAWARE	0	2	162	164	0	2	0	0	21	21	0	0	0	2	183	185	0	2
DUBOIS	0	1	155	156	0	1	0	0	11	11	0	0	0	1	166	167	0	1
ELKHART	0	5	289	294	0	11	0	1	20	21	0	1	0	6	309	315	0	12
FAYETTE	0	1	56	57	0	1	0	0	3	3	0	0	0	1	59	60	0	1
FLOYD	0	1	91	92	0	1	0	2	20	22	0	2	0	3	111	114	0	3
FOUNTAIN	0	4	42	46	0	4	0	0	0	0	0	0	0	4	42	46	0	4
FRANKLIN	0	0	42	42	0	0	0	0	1	1	0	0	0	0	43	43	0	0
FULTON	0	4	157	161	0	4	0	0	5	5	0	0	0	4	162	166	0	4
GIBSON	0	2	114	116	0	2	0	1	2	3	0	1	0	3	116	119	0	3
GRANT	0	4	100	104	0	4	0	0	10	10	0	0	0	4	110	114	0	4
GREENE	0	6	181	187	0	8	0	0	9	9	0	0	0	6	190	196	0	8
HAMILTON	0	2	73	75	0	2	0	1	53	54	0	1	0	3	126	129	0	3
HANCOCK	0	2	86	88	0	2	0	0	8	8	0	0	0	2	94	96	0	2
HARRISON	0	10	194	204	0	15	0	1	1	2	0	1	0	11	195	206	0	16
HENDRICKS	0	2	122	124	0	2	0	1	16	17	0	1	0	3	138	141	0	3
HENRY	0	5	106	111	0	6	0	0	3	3	0	0	0	5	109	114	0	6
HOWARD	0	1	59	60	0	1	0	0	8	8	0	0	0	1	67	68	0	1
HUNTINGTON	0	0	106	106	0	0	0	1	5	6	0	1	0	1	111	112	0	1
JACKSON	0	5	127	132	0	6	0	0	2	2	0	0	0	5	129	134	0	6
JASPER	0	7	144	151	0	8	0	0	2	2	0	0	0	7	146	153	0	8
JAY	0	1	148	149	0	1	0	0	4	4	0	0	0	1	152	153	0	1
JEFFERSON	0	0	10	10	0	0	0	0	18	18	0	0	0	0	28	28	0	0
JENNINGS	0	4	104	108	0	4	0	0	3	3	0	0	0	4	107	111	0	4
JOHNSON	1	6	66	73	1	7	0	0	5	5	0	0	1	6	71	78	1	7
KNOX	0	1	30	31	0	1	0	0	1	1	0	0	0	1	31	32	0	1
KOSCIUSKO	0	2	193	195	0	2	0	1	27	28	0	1	0	3	220	223	0	3
LAGRANGE	0	4	137	141	0	4	0	0	6	6	0	0	0	4	143	147	0	4
LAKE	0	1	87	88	0	1	0	4	148	152	0	4	0	5	235	240	0	5

Table 95. Crashes Involving Deer by County, Severity and Locale with Fatalities and Injuries, 2000 (cont.)

County	Rural Crashes						Urban Crashes						Totals					
	Fatal Crashes	Personal Injury	Property Damage	Total Crashes	Total Fatalities	Total Injuries	Fatal Crashes	Personal Injury	Property Damage	Total Crashes	Total Fatalities	Total Injuries	Fatal Crashes	Personal Injury	Property Damage	Total Crashes	Total Fatalities	Total Injuries
LAPORTE	0	6	165	171	0	6	0	3	43	46	0	3	0	9	208	217	0	9
LAWRENCE	1	3	39	43	1	4	0	0	5	5	0	0	1	3	44	48	1	4
MADISON	0	1	79	80	0	1	0	0	32	32	0	0	0	1	111	112	0	1
MARION	0	4	75	79	0	4	0	0	7	7	0	0	0	4	82	86	0	4
MARSHALL	0	10	299	309	0	10	0	1	12	13	0	1	0	11	311	322	0	11
MARTIN	0	0	35	35	0	0	0	0	0	0	0	0	0	0	35	35	0	0
MIAMI	0	4	110	114	0	4	0	0	0	0	0	0	0	4	110	114	0	4
MONROE	0	5	29	34	0	7	0	0	8	8	0	0	0	5	37	42	0	7
MONTGOMERY	0	4	165	169	0	4	0	0	2	2	0	0	0	4	167	171	0	4
MORGAN	0	1	90	91	0	1	0	1	8	9	0	1	0	2	98	100	0	2
NEWTON	0	2	66	68	0	2	0	0	0	0	0	0	0	2	66	68	0	2
NOBLE	0	5	267	272	0	6	0	0	13	13	0	0	0	5	280	285	0	6
OHIO	0	3	44	47	0	3	0	0	0	0	0	0	0	3	44	47	0	3
ORANGE	0	1	26	27	0	2	0	0	0	0	0	0	0	1	26	27	0	2
OWEN	0	1	41	42	0	1	0	0	0	0	0	0	0	1	41	42	0	1
PARKE	0	3	122	125	0	3	0	0	0	0	0	0	0	3	122	125	0	3
PERRY	0	0	39	39	0	0	0	0	3	3	0	0	0	0	42	42	0	0
PIKE	0	2	38	40	0	2	0	0	0	0	0	0	0	2	38	40	0	2
PORTER	0	5	203	208	0	5	0	3	72	75	0	3	0	8	275	283	0	8
POSEY	0	0	37	37	0	0	0	0	1	1	0	0	0	0	38	38	0	0
PULASKI	0	2	181	183	0	2	0	0	0	0	0	0	0	2	181	183	0	2
PUTNAM	0	8	111	119	0	10	0	1	6	7	0	1	0	9	117	126	0	11
RANDOLPH	0	3	78	81	0	3	0	0	0	0	0	0	0	3	78	81	0	3
RIPLEY	0	2	93	95	0	2	0	1	5	6	0	1	0	3	98	101	0	3
RUSH	0	3	45	48	0	3	0	0	0	0	0	0	0	3	45	48	0	3
SAINT JOSEPH	0	9	216	225	0	11	0	2	23	25	0	2	0	11	239	250	0	13
SCOTT	0	2	12	14	0	3	0	1	3	4	0	1	0	3	15	18	0	4
SHELBY	0	3	75	78	0	3	0	0	1	1	0	0	0	3	76	79	0	3
SPENCER	0	6	88	94	0	9	0	0	2	2	0	0	0	6	90	96	0	9
STARKE	0	2	136	138	0	2	0	0	4	4	0	0	0	2	140	142	0	2
STEBEN	0	7	399	406	0	9	0	0	13	13	0	0	0	7	412	419	0	9
SULLIVAN	0	1	23	24	0	1	0	0	0	0	0	0	0	1	23	24	0	1
SWITZERLAND	0	0	9	9	0	0	0	0	0	0	0	0	0	0	9	9	0	0
TIPPECANOE	1	8	282	291	1	8	0	0	16	16	0	0	1	8	298	307	1	8
TIPTON	0	1	22	23	0	2	0	0	0	0	0	0	0	1	22	23	0	2
UNION	0	3	37	40	0	5	0	0	0	0	0	0	0	3	37	40	0	5
VANDEBURGH	0	4	93	97	0	5	0	0	8	8	0	0	0	4	101	105	0	5
VERMILLION	0	4	40	44	0	4	0	0	0	0	0	0	0	4	40	44	0	4
VIGO	0	6	200	206	0	7	0	0	25	25	0	0	0	6	225	231	0	7
WABASH	0	5	97	102	0	6	0	1	10	11	0	3	0	6	107	113	0	9
WARREN	0	2	56	58	0	2	0	0	0	0	0	0	0	2	56	58	0	2
WARRICK	1	6	161	168	1	7	0	0	2	2	0	0	1	6	163	170	1	7
WASHINGTON	0	5	171	176	0	6	0	2	5	7	0	2	0	7	176	183	0	8
WAYNE	0	3	218	221	0	3	0	1	7	8	0	1	0	4	225	229	0	4
WELLS	0	0	109	109	0	0	0	0	9	9	0	0	0	0	118	118	0	0
WHITE	0	1	144	145	0	1	0	0	2	2	0	0	0	1	146	147	0	1
WHITLEY	0	2	89	91	0	2	0	0	8	8	0	0	0	2	97	99	0	2
INDIANA	4	301	10,132	10,437	4	347	0	36	898	934	0	39	4	337	11,030	11,371	4	386

county data

Table 96. Registered Vehicles, Licensed Drivers, Population and Vehicle Miles Traveled by County, 2000

County	2000 Registered Vehicles	2000 Licensed Drivers	2000 Population Estimates	2000 Yearly VMT	County	2000 Registered Vehicles	2000 Licensed Drivers	2000 Population Estimates	2000 Yearly VMT
ADAMS	30,635	20,738	33,625	287,185,011	LAPORTE	106,441	71,561	110,106	1,544,660,659
ALLEN	301,004	213,385	331,849	3,428,157,493	LAWRENCE	47,414	32,233	45,922	503,254,715
BARTHOLOMEW	73,367	49,917	71,435	922,445,400	MADISON	129,267	88,815	133,358	1,442,160,468
BENTON	10,911	6,911	9,421	187,714,463	MARION	742,075	510,095	860,454	9,742,572,820
BLACKFORD	14,801	9,950	14,048	164,374,932	MARSHALL	47,507	30,095	45,128	625,259,815
BOONE	48,875	32,091	46,107	914,720,791	MARTIN	11,667	7,580	10,369	130,045,492
BROWN	18,138	11,487	14,957	150,292,236	MIAMI	37,157	24,427	36,082	397,172,823
CARROLL	24,241	14,512	20,165	270,618,132	MONROE	91,237	69,044	120,563	956,874,959
CASS	40,235	26,615	40,930	453,744,184	MONTGOMERY	37,392	25,705	37,629	569,243,565
CLARK	91,688	67,529	96,472	1,387,209,368	MORGAN	71,434	46,127	66,689	798,432,759
CLAY	28,231	18,680	26,556	462,506,104	NEWTON	16,574	10,402	14,566	249,383,837
CLINTON	34,314	22,175	33,866	508,546,638	NOBLE	45,680	29,525	46,275	548,408,839
CRAWFORD	12,232	7,640	10,743	221,357,962	OHIO	6,463	4,250	5,623	60,758,334
DAVIESS	28,116	18,129	29,820	340,978,697	ORANGE	21,295	13,412	19,306	216,889,333
DEARBORN	48,098	32,918	46,109	603,555,773	OWEN	22,166	14,350	21,786	199,741,487
DECATUR	26,925	17,642	24,555	473,889,162	PARKE	17,125	11,193	17,241	240,029,041
DEKALB	44,240	27,700	40,285	559,963,060	PERRY	20,042	13,430	18,899	254,538,167
DELAWARE	105,760	74,190	118,769	1,567,883,517	PIKE	14,759	9,316	12,837	208,467,169
DUBOIS	44,252	28,263	39,674	512,535,548	PORTER	137,297	102,078	146,798	1,674,002,000
ELKHART	171,917	110,522	182,791	1,984,724,898	POSEY	30,385	18,944	27,061	404,444,528
FAYETTE	24,671	17,501	25,588	241,101,969	PULASKI	15,710	9,647	13,755	196,272,538
FLOYD	65,239	48,515	70,823	836,543,471	PUTNAM	34,872	22,976	36,019	629,602,136
FOUNTAIN	18,634	13,179	17,954	269,030,196	RANDOLPH	29,055	19,572	27,401	346,668,244
FRANKLIN	23,961	15,169	22,151	286,898,946	RIPLEY	30,520	19,706	26,523	376,204,255
FULTON	22,667	14,567	20,511	260,917,852	RUSH	19,644	12,757	18,261	252,029,314
GIBSON	34,378	23,125	32,500	529,013,016	SAINT JOSEPH	246,496	163,042	265,559	2,390,780,631
GRANT	70,838	48,484	73,403	876,470,288	SCOTT	23,942	15,928	22,960	336,023,084
GREENE	34,516	22,839	33,157	430,548,328	SHELBY	46,025	29,832	43,445	655,974,908
HAMILTON	165,313	123,718	182,740	1,839,151,933	SPENCER	22,934	14,743	20,391	372,129,965
HANCOCK	62,850	41,059	55,391	938,964,639	STARKE	24,778	16,218	23,556	253,867,746
HARRISON	41,243	25,854	34,325	473,983,383	STEBEN	35,927	22,814	33,214	702,042,967
HENDRICKS	106,903	71,299	104,093	1,040,041,275	SULLIVAN	21,212	14,333	21,751	315,190,184
HENRY	52,491	35,242	48,508	781,663,699	SWITZERLAND	9,358	5,987	9,065	89,013,751
HOWARD	81,523	58,893	84,964	908,343,789	TIPPECANOE	113,492	86,175	148,955	1,507,394,345
HUNTINGTON	37,771	26,033	38,075	624,641,104	TIPTON	19,384	12,317	16,577	326,287,626
JACKSON	44,439	29,354	41,335	669,902,038	UNION	8,280	5,390	7,349	86,775,742
JASPER	35,643	21,386	30,043	649,083,836	VANDERBURGH	158,033	113,487	171,922	1,601,304,468
JAY	21,891	15,394	21,806	295,686,737	VERMILLION	18,219	12,219	16,788	287,244,652
JEFFERSON	30,313	21,066	31,705	305,240,459	VIGO	90,099	65,645	105,848	1,274,064,368
JENNINGS	29,255	18,342	27,554	307,949,588	WABASH	37,705	24,620	34,960	441,841,979
JOHNSON	108,876	79,494	115,209	1,022,413,782	WARREN	10,196	6,115	8,419	183,619,327
KNOX	38,678	26,204	39,256	485,550,130	WARRICK	52,707	38,499	52,383	613,287,443
KOSCIUSKO	77,876	49,756	74,057	789,711,803	WASHINGTON	29,385	18,431	27,223	326,208,256
LAGRANGE	28,528	16,866	34,909	573,866,965	WAYNE	67,165	47,890	71,097	1,218,006,383
LAKE	371,737	288,551	484,564	4,640,636,868	WELLS	30,211	19,784	27,600	324,555,419
					WHITE	29,335	18,536	25,267	500,803,437
					WHITLEY	34,006	22,317	30,707	462,571,096
INDIANA						5,740,281	3,954,446	6,080,485	72,315,864,535

Source: Indiana Bureau of Motor Vehicles, Indiana Department of Transportation, US Census Bureau
2000 licensed driver numbers estimated from 1999 counts.

Appendix

TOPICS

Indiana Officer's Standard Crash Report
Safety Equipment: Automobiles and Light Trucks
Safety Equipment: Motorcycles

[illegible][illegible]

A-2. Indiana Officer's Standard Crash Report with Overlays and Codes



INDIANA OFFICER'S VEHICLE CRASH REPORT

CODING INSTRUCTION SHEET

THE FOLLOWING ARE THE CODES USED THROUGHOUT THE REPORT

§# 302-A

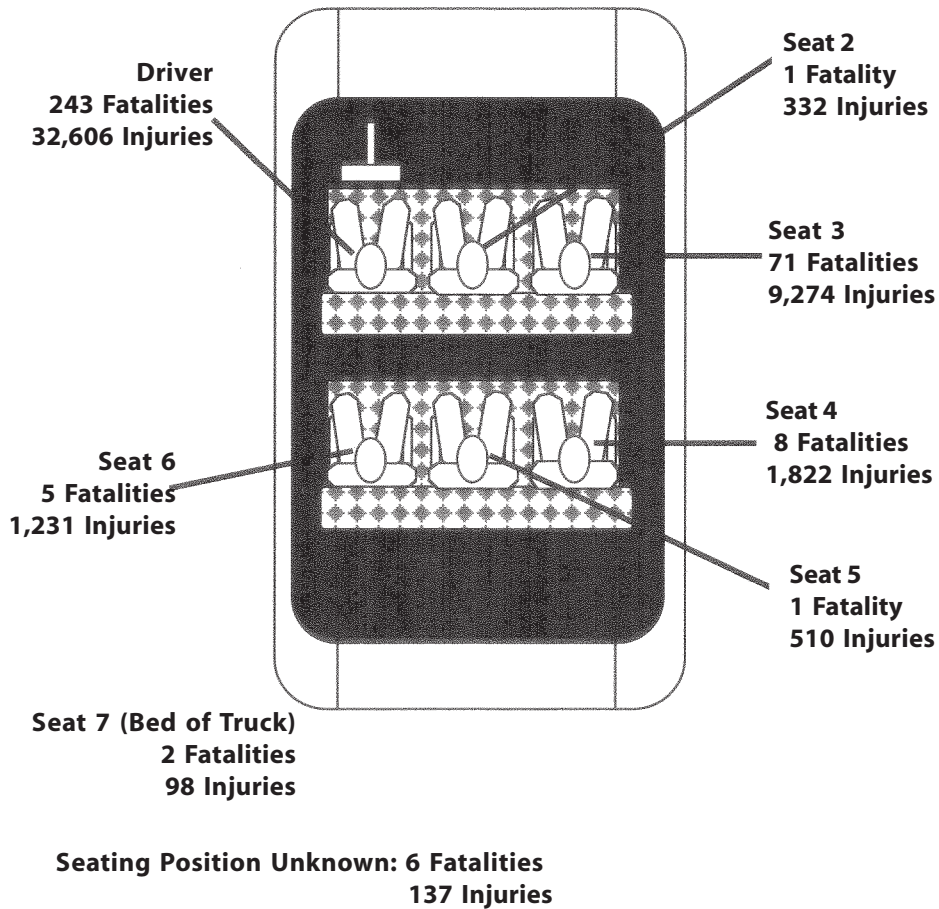
1. Prim.	2. PRE-CRASH VEHICLE ACTION	3. COLLISION INVOLVED	4. TRAFFIC CONTROLS	5. WERE AUTOMATED CONTROLS OPERATING PROPERLY?	6. COLLISION DIAGRAM	7. CRASH TYPE	8. LOCATION OF FIRST DAMAGE OR INJURY	9. KIND OF LOCALITY	10. ROAD CONSTRUCTION/MAINTENANCE/UTILITY WORK PRESENT?	11. LIGHT CONDITION	12. WEATHER	13. ROAD SURFACE	14. ROAD CHARACTER	15. SURFACE CONDITION	15A. WERE HAZARDOUS MATERIALS INVOLVED?	16. INJURED	17. POSITION IN OR ON VEHICLE	18. SAFETY EQUIPMENT USED (Drivers and Injured)	19. EJECTION/TRAPPED (Drivers and Injured)	20. LIST NAMES AND ADDRESSES OF INJURED	21. NATURE OF MOST SEVERE INJURY	22. LOCATION OF MOST SEVERE INJURY	23. VICTIMS INJURY STATUS	24. TEST GIVEN	25. TYPE GIVEN	26. RESULTS
V1	1 Going Straight Ahead 2 Turning on Red 3 Making Right Turn 4 Making Left Turn 5 Making U Turn 6 Exiting to Ramp 7 Merging 8 Changing Lanes 9 Driving Left of Center 10 Crossed Median 11 Overtaking	1 Other Motor Veh. 2 Pedestrian(s) 3 Bicyclist 4 RR/Train 5 Animal Drawn Veh. 6 Animal 7 Deer-List Number Also 8 Light Support/Utility Pole 9 Guide Rail/Median Barrier 10 Impact Attenuator 11 Sign Post 12 Tree 13 Building Wall 14 Curbing 15 Fence 16 Bridge Support 17 Culvert Head Wall/ Drainage Structure 18 Snow Embankment 19 Earth Embankment/ Rock Cut/Ditch 20 Fire Hydrant 21 Traffic Signal 22 Mail Box 23 Other Non-Fixed Obj. 24 Other Fixed Obj.*	1 Officer/Crossing Guard/Flagman 2 RR Crossing Gate/Flagman 3 RR Crossing Flashing Sign 4 RR Crossing Sign/Pavement 5 Traffic Control Signal 6 Flashing Signal 7 Stop Sign 8 Yield Sign 9 Lane Control 10 No Passing Zone 11 Other Regulatory Sign Markings 12 None	1 Yes 2 No*	1 Rear End 2 Head On 3 Same Direction Sideswipe 4 Opp. Direction Sideswipe 5 Off Road Collision 6 Right Angle 7 Left & Right 8 Left Turns 9 Right Turns	1 Hit and Run 2 Collision 3 Overtaken 4 Non-Collision	1 Intersection 2 Driveway Access 3 Interchange Area 4 Off Roadway 5 Shoulder 6 Median 7 Roadway	1 School/ Playground 2 Residential 3 Commercial/ Industrial 4 Rural 5 Public Park 6 Urban Interstate	1 Yes 2 No	1 Daylight 2 Dawn/Dusk 3 Dark (Street Lights On) 4 Dark (Street Lights Off) 5 Dark (No Street Lights)	1 Clear 2 Cloudy 3 Rain 4 Snow 5 Sleet/Hail/ Freezing Rain 6 Fog/Smoke/ Smog	1 Concrete 2 Blacktop 3 Brick 4 Dirt/Gravel 5 Other*	1 Straight/Level 2 Straight/Grade 3 Straight/Hillcrest 4 Curve/Level 5 Curve/Grade 6 Curve/Hillcrest	1 Dry 2 Wet 3 Muddy 4 Slush 5 Snow/Ice 6 Other*	1 Yes 2 No	1 Vehicle 1 2 Vehicle 2 P - Pedestrian B - Bicyclist O - Other*	1-7 Passengers 8 Include Passengers on Motorcycle 9 Include Person in Truck Bed 10 Riding/Hanging on Outside	1 No Restraint 2 Lap Belt 3 Harness 4 Child Restraint 5 Helmet 6 Airbag 7 Other*	1 Not Ejected 2 Partially Ejected 3 Ejected 4 Trapped In 5 Pinned Under	16 17 18 19 20	21 22 23 24 25 26 27 28 29	DRIVER OF VEHICLE 1 (as listed above) DRIVER OF VEHICLE 2 (as listed above)				

BELOW LISTED CODES APPLY TO OUTLINED AREAS

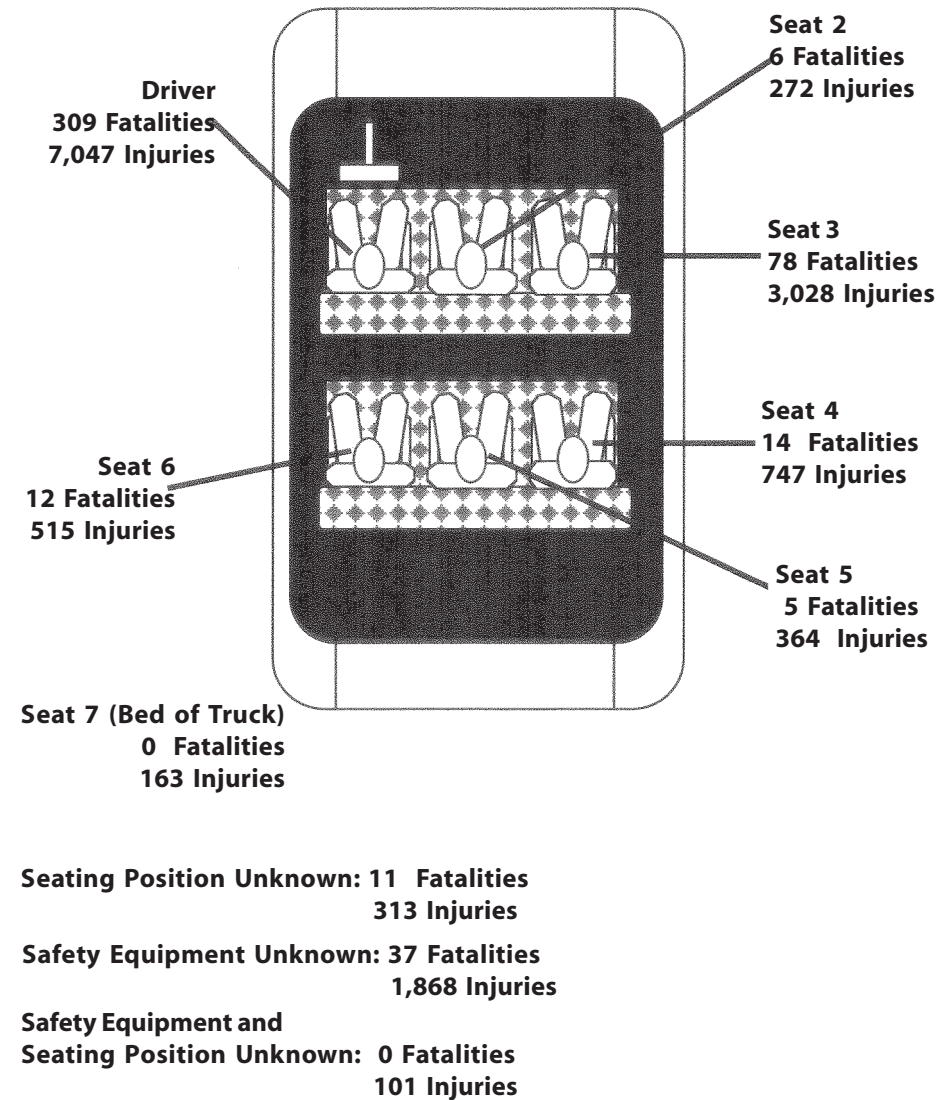
1. Prim.	Driver's Name (Last, First, MI)	Address (Street, City, State, Zip)	Apparent Phys. Stat. (enter no.)	Sex	Date of Birth MONTH DAY YEAR	Arrested? <input type="checkbox"/> Yes <input type="checkbox"/> No	Driver's License No.	Lic. Type	Lic. St.	Restr.	
V1	Color	Veh. Yr.	Make	Model Name	Veh. Type (enter no.)	Lic. Yr.	License No.	Lic. State	Veh. Use (enter no.)	Speed Limit	Fuel Tax No.
V2	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V3	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V4	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V5	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V6	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V7	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V8	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V9	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V10	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V11	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V12	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V13	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V14	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V15	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V16	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V17	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V18	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V19	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V20	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V21	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V22	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V23	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V24	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V25	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V26	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V27	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V28	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V29	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V30	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V31	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V32	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V33	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V34	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V35	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V36	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V37	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V38	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V39	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V40	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V41	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V42	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V43	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V44	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V45	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V46	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V47	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V48	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V49	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V50	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V51	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V52	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V53	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V54	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V55	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V56	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V57	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V58	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V59	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V60	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V61	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V62	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V63	Direction of Travel	No. Occupants	Fire? <input type="checkbox"/> Yes <input type="checkbox"/> No	No. Axes	Transporting Hazardous Mat. <input type="checkbox"/> Yes <input type="checkbox"/> No	Towed To	Towed By	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)	Registered Owner's Name (Last, First, MI)	Address (Street, City, State, Zip)
V64</											

A-3. Safety Equipment: Automobiles and Light Trucks

With Safety Equipment

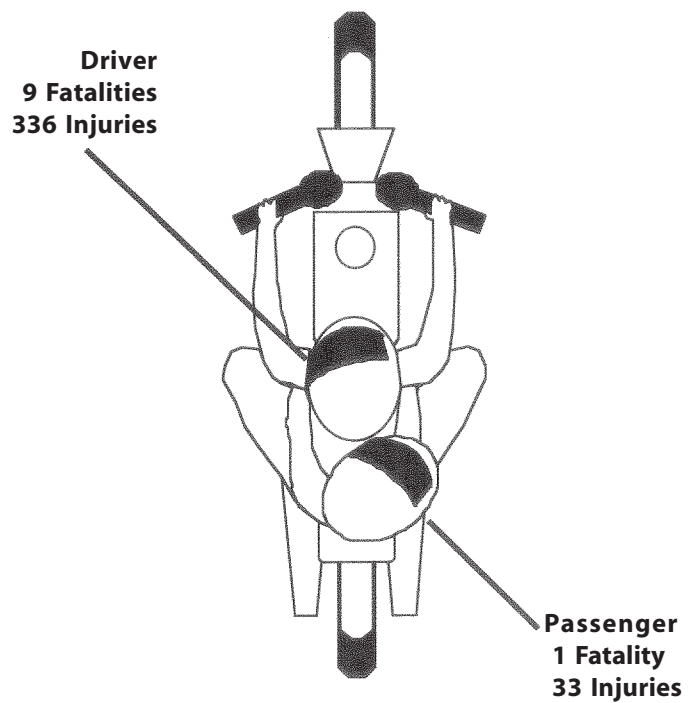


Without Safety Equipment



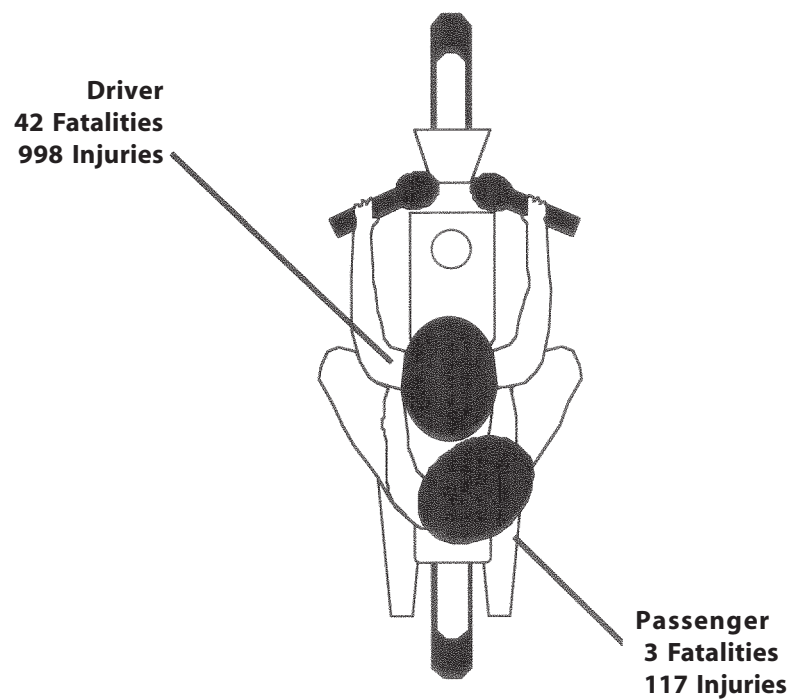
A-4. Safety Equipment: Motorcycles

With Helmet



Driver Usage Unknown: 11 Fatalities
244 Injuries

Without Helmet



Passenger Usage Unknown: 1 Fatality
23 Injuries

Alcohol-Related Crash

A crash in which the investigating officer reported one or more of the following: Primary Contributing Circumstance for the crash as Alcoholic Beverages; Vehicle Contributing Circumstance for one or more of the involved vehicles as Alcoholic Beverages; or a Blood Alcohol Concentration of greater than 0.05 percent for one or more of the drivers involved in the crash.

BAC (Blood Alcohol Concentration)

Grams of ethanol per 100 ml of blood or 210 liters of breath. It is reported as a percentage. For example, 0.10, Indiana's current legal level for *per se* intoxication, would denote 0.1% alcohol within a person's blood.

Bicyclist Crash

A crash involving one or more bicycles and a motor vehicle. In *Crash Facts* for 1993-94, only crashes in which a bicyclist was reported injured or killed were included.

Collision Crash

A motor vehicle crash other than an overturning incident in which the first harmful event is a collision of a motor vehicle in transport with another motor vehicle, other property or pedestrians.

Construction Zone

An area around a construction zone as identified by highway safety signs.

Contributing Circumstance

A factor which may have helped the crash occur. A single Primary Contributing Circumstance may be indicated on the crash report for a crash. For each vehicle involved up to two Vehicular Contributing Circumstances can be cited. For the data presented here, the following groupings of contributing circumstance were used:

Unsafe Speed

Failure to Yield Right-of-Way

Disregarded Signal/Sign

Left of Center

Improper Passing

Following Too Closely

Improper Turning

Alcoholic Beverages

Driver Asleep

Driver Inattention

Other Improper Driving

Illegal Drugs

Prescription Drugs

Driver Illness

Improper Lane Usage

Unsafe Backing

Wrong Way on One Way

Violation of License Restrictions

Mechanical Failure

Engine Failure or Defective

Accelerator Failure or Defective

Brake Failure or Defective

Tire Failure or Defective

Headlight Defective or Not On

Other Lights Defective

Steering Failure

Window/Windshield Defective

Insecure/Leaky Load

Tow Hitch Failure

Animal(s) Present on Roadway

Roadway Factors

Loose Surface Material

Holes/Ruts in Surface

Shoulder Defective

Road Under Construction

Obstruction Not Marked

Lane Marking Obscured

Material on Surface (Includes Weather)

Other

Pedestrian Actions

Passenger Distractions

Glare

Oversize/Overweight Load

View Obstructed by a Vehicle

View Obstructed by Other

Jackknifing

Blank/Unknown

glossary

Crash Severity

The type of crash: **Fatal**—A crash in which a person or persons died; **Personal Injury**—A crash in which a person or persons were injured, not including any crash in which a person or persons died; **Property Damage**—A crash in which property sustained damage of \$750 or more (\$200 prior to 1990), but there were no fatalities or reported injuries.

Driver/Operator

The person who is in actual physical control of a vehicle in transit.

Economic Loss

An approximation of the costs associated with crashes, based upon current National Highway Traffic Safety Administration (NHTSA) estimates of the loss to society for each fatality, injury and property damage crash.

FARS

Fatality Analysis Reporting System (previously Fatal Accident Reporting System).

Fatal Crash

A crash leading to a death as a direct result of injuries received in that crash. A fatality is counted when a person dies within 30 days of the crash. Prior to 1983 fatalities were counted if they occurred up to 90 days after the crash.

Fatal Crash LD Rate

The number of fatal crashes per 1,000 licensed drivers ($[\text{Fatal Crashes} / \text{Licensed Drivers}] \times 1,000$).

Fatal Crash VMT Rate

The number of fatal crashes per 100 million vehicle miles traveled ($[\text{Fatal Crashes} / \text{Vehicle Miles Traveled}] \times 100,000,000$).

Fatality LD Rate

The number of fatalities (persons killed) per 1,000 licensed drivers for a county/state ($[\text{Fatalities} / \text{Licensed Drivers}] \times 1,000$).

Fatality VMT Rate

The number of fatalities (persons killed) per 100 million vehicle miles traveled for a county/state ($[\text{Fatalities} / \text{Vehicle Miles Traveled}] \times 100,000,000$).

FHWA

Federal Highway Administration, a division of the United States Department of Transportation.

Highway Class (Road Type)

A classification system for Indiana roads which includes: (1) Interstate or Toll Road; (2) United States Route; (3) State Road; (4) County Road, a locally maintained road outside the limits of incorporated cities or towns; and (5) City Street, a locally maintained road within the limits of an incorporated city or town.

Injury Severity

The type of injury: **Severe Injury**—An injury (other than fatal) that prevents the injured person from walking, driving or normally continuing the activities he or she was capable of performing before the injury occurred. Includes severe lacerations, broken or distorted limbs, skull fracture, crushed chest, internal injuries, severe burns, unconsciousness, shock, etc. Hospitalization is usually required. **Moderate Injury**—An injury (other than fatal or severe) that is evident to the officer at the scene of the crash. Includes abrasions, minor lacerations, bleeding, etc. May require medical treatment, but hospitalization is usually not required. **Possible Injury**—An injury (other than fatal, severe or moderate) that is reported by a person involved in the crash. Includes complaint of physical pain when no cause is evident, momentary unconsciousness, limping, nausea, hysteria, etc.

In-Transport

The act of a motor vehicle in motion or on a roadway.

Licensed Driver (LDVR)

Person listed by the Indiana Bureau of Motor Vehicles as holding a valid driver's license.

Manner of Collision

Driver/vehicle action (turning left, right, going straight, etc.) at the time of the crash, as referred to in the Officer's Standard Crash Report Code Sheet (see Appendix).

Motor Vehicle Crash

A crash involving a motor vehicle in transport on a public trafficway (in Indiana) and results in injury, death or at least \$750 property damage.

Motorcyclist Crash

A crash involving one or more motorcycles, motorized bicycles, mopeds, motor scooters or minibikes.

Non-Collision Crash

A crash that does not involve a collision with another motor vehicle, bicycle, pedestrian or other property. Types of non-collision crashes include explosion or fire in vehicle, rollover, immersion, vehicle struck by flying object, etc.

Occupant

Any person who is in or upon a vehicle, including the driver, passenger and persons riding on the outside of the vehicle.

Passenger

Any occupant of a vehicle who is not the driver.

Pedestrian Crash

A crash involving a collision of a motor vehicle with a pedestrian or a crash in which a contributing circumstance was "pedestrian distraction." In *Crash Facts* 1993-94, only crashes in which a pedestrian was reported as killed or injured were included.

Personal Injury Crash

A crash in which a person or persons were injured, not including any crash in which a person or persons died.

Private Property Crash

A crash which occurs on private property, driveways, parking lots or garages. A crash in which a motor vehicle leaves a public roadway and strikes a person, vehicle, tree or mailbox on private property is not classified as *Private Property* since the crash started on the roadway.

Private Property Data

Data normally excluded from crash statistics. The Indiana State Police (ISP) have discovered that most private property crashes, in previous years excluded from crash statistics, were included in the 1995 and approximately half of the 1994 data. This problem does not affect the 1996 crash data. When the 1996 ISP crash data became available, statistical curve-fitting procedures were used to estimate the most likely private property crash statistics for 1994 and 1995. The estimated numbers of total crashes, personal injury crashes and injuries were then computed by subtracting the appropriate statistical estimates for private property crashes. The annual number of private property fatalities have varied between zero and four for the 1988-1996 time period. Estimates of the total numbers of crashes, personal injury crashes and injuries for 1994 and 1995 are provided and footnoted in the appropriate tables. The misclassification of private property crashes affected such counts as the number of hit-and-run crashes, school zone crashes, motorcycle, bicycle and pedestrian crashes.

Property Damage Crash

Any crash in which only property damage (damage to the vehicle or other property) occurred. As of 1990, a crash is only required to be reported if the amount of the damage was \$750 or more. Prior to 1990, the amount was \$200 or more.

Registered Vehicle

Vehicle of any type in a county or state registered with the Indiana Bureau of Motor Vehicles.

Reportable Crash

Any crash in which a person dies, one or more persons were injured, or property damage of \$750 or more occurred (\$200 prior to 1990).

glossary

Roadway Class

A roadway classification system that is based upon the type of service the street or highway is intended to provide. The roadway classes and their derivative FHWA functional class codes are:

Freeways: Interstates: Limited access, divided facilities of at least four lanes and designated by the Federal Highway Administration as part of the Interstate System. Rural: FC=1; Urban: FC=11

Other Freeways and Expressways: All urban principal arterial with limited control of access not on the Interstate system. FC=12

Arterials: Other Principal Arterials: Major streets or highways, many with multi-lane or freeway design, serving high-volume traffic corridor movements that connect major generators of travel. Rural: FC=2; Urban: FC=14

Minor Arterials: Streets and highways linking cities and larger towns in rural areas. Rural: FC=6; Distributing trips to small geographic areas in urban areas (not penetrating identifiable neighborhoods.) Urban: FC=16

Collectors: In rural areas, routes serving intra-county, rather than statewide travel. Major Rural: FC=7, Minor Rural: FC=8. In urban areas, streets providing direct access to neighborhoods as well as direct access to arterials. Urban: FC=17

Local: Local Streets and Roads. Streets whose primary purpose is feeding higher order systems, providing direct access with little or no through traffic. Rural: FC=9; Urban: FC=19

Roadway Type

A classification system for Indiana roads which includes: (1) Interstate or Toll Road; (2) United States Route; (3) State Road; (4) County Road, a locally maintained non-highway road outside the limits of incorporated cities or towns; and (5) City Street, a locally maintained road within the limits of an incorporated city or town.

Role

The function of the person at the time of the crash, such as driver, passenger, motorcyclist, bicyclist or pedestrian.

Rural Area

An area outside the limits of an incorporated city or town.

Safety Restraint

A safety device classified as a lap belt, shoulder belt, harness, child restraint, airbag or other similar equipment.

School Bus Crash

A crash involving one or more school buses.

School Zone

An area around a school as identified by designated highway signs.

Truck Crash

A motor vehicle crash involving one or more vehicles of the following types: (1) 2-axle, 6-tire single-unit truck or stepvan; (2) 3-or-more axle single-unit truck; (3) single-unit truck with trailer; (4) truck tractor with trailer; (5) truck tractor with no trailer; (6) truck tractor with double trailers; (7) heavy truck of other or unknown type. Pickup trucks and vans are not counted as trucks.

Urban Area

An area inside the limits of an incorporated city or town.

Vehicle Type

The type of vehicle according to the vehicle codes section of the Officer's Standard Crash Report Code Sheet (see Appendix).

VMT

Vehicle Miles Traveled. The estimated total number of miles traveled annually by motor vehicles on Indiana trafficways.

Weekday

From 6:00 AM Monday to 5:59 PM Friday.

Weekend

From 6:00 PM Friday to 5:59 AM Monday.

*Definitions of technical terms are not indexed here;
they are found in the Glossary (pp. 161-64).*

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Indiana Safety Time Clock-2000

Crime Clock

1 Murder

Every 24.9 hours

Every 9.9 hours

Every 59.0 minutes

1 Violent Crime

Every 24.8 minutes

1 Burglary

Every 12.8 minutes

Every 7.4 minutes

1 Property Crime

Every 3.1 minutes

Every 2.5 minutes

Every 2.4 minutes

Traffic Safety Clock

1 Fatality

1 Alcohol-Related Crash

1 Person Injured

1 Property Damage Crash

1 Crash



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